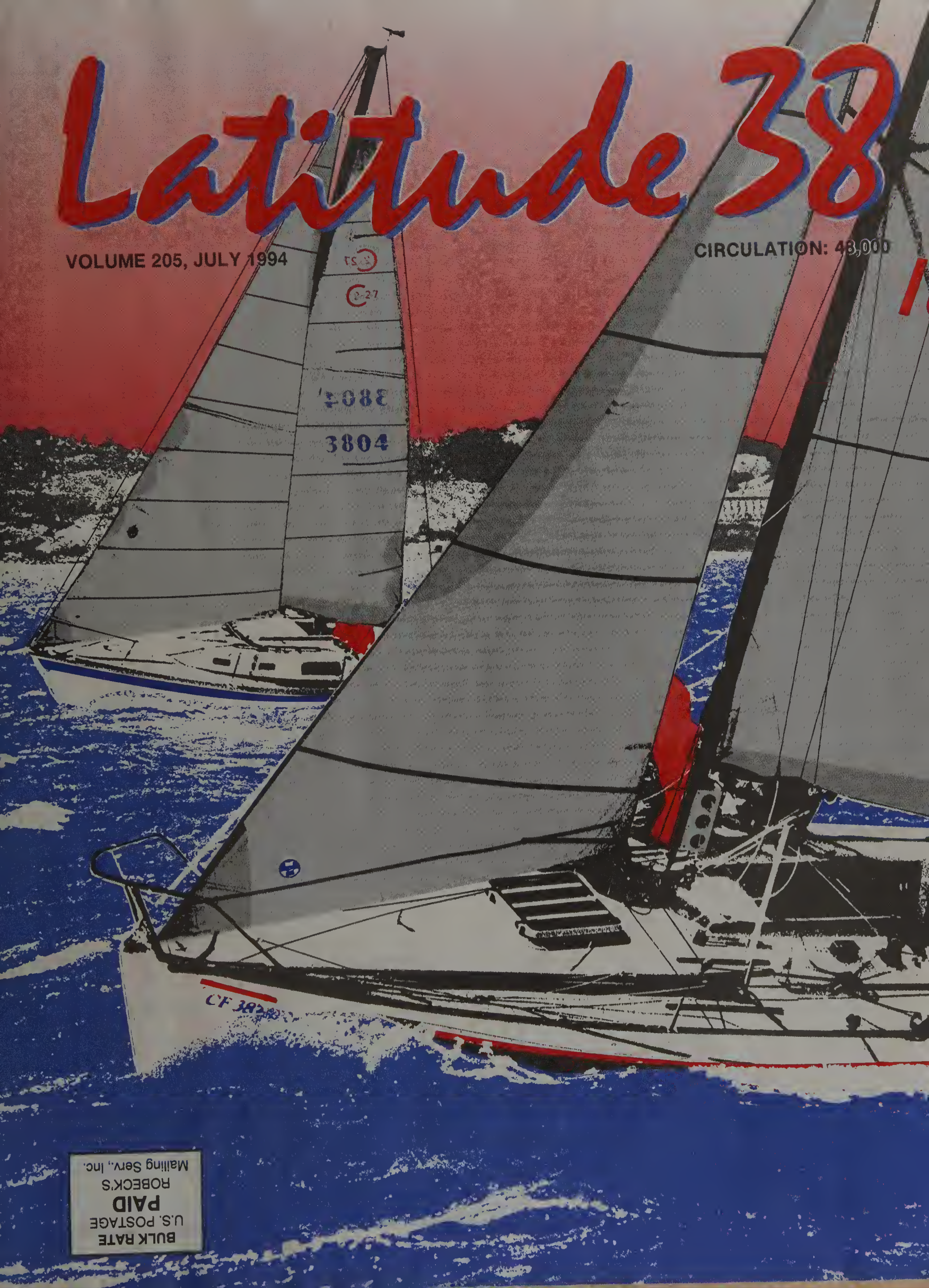


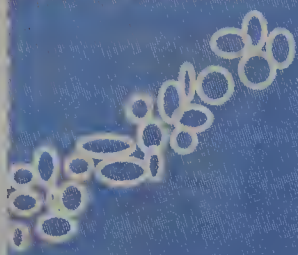
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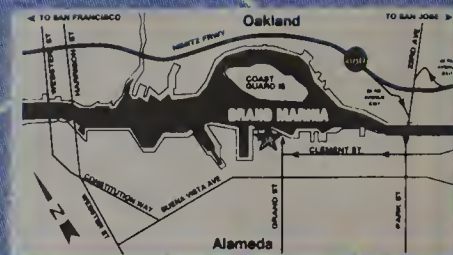
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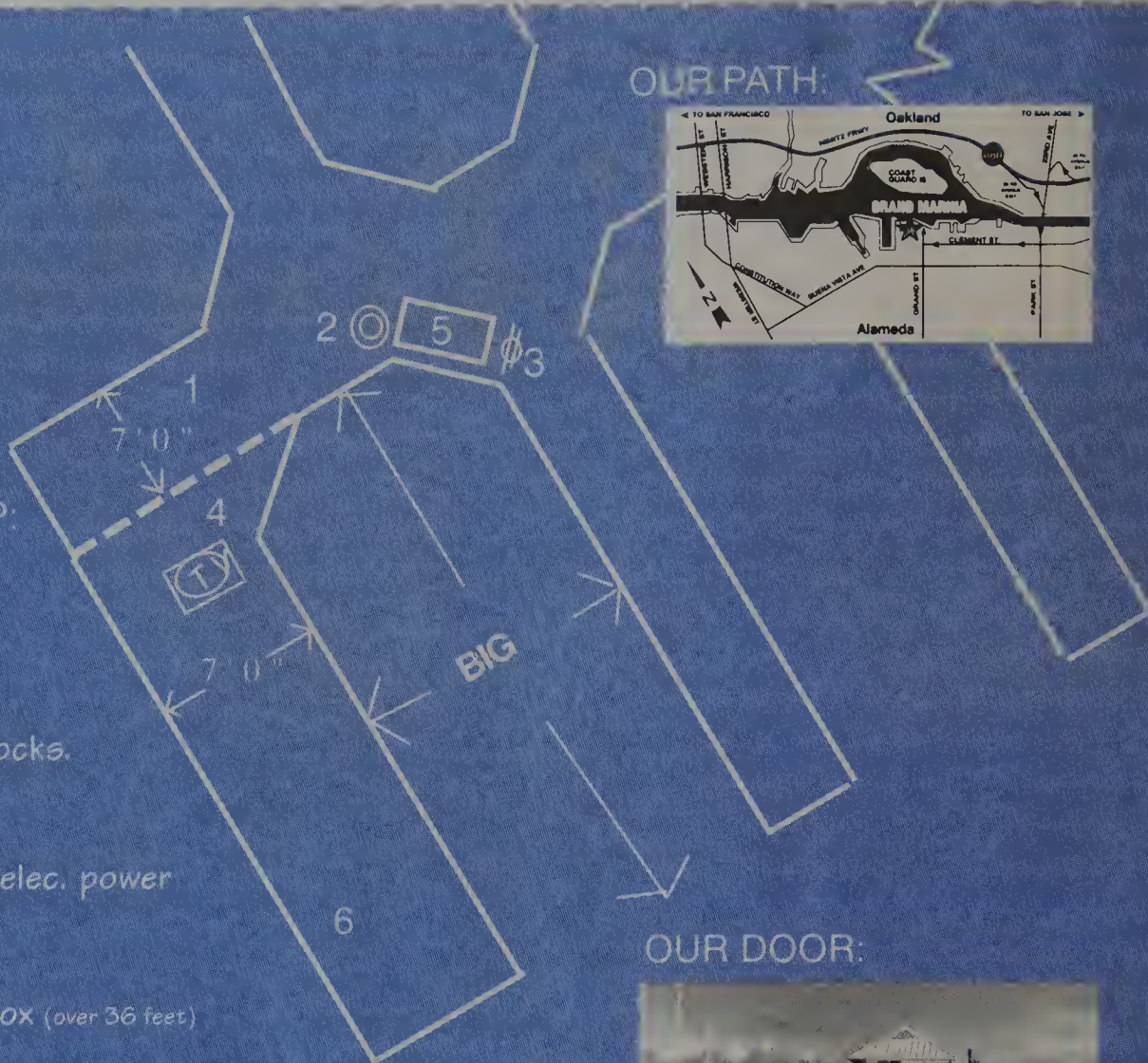


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COVER PHOTO: *Latitude 38/JR*
Sailing the winds of Paradise off Paradise

Graphic Design: Colleen
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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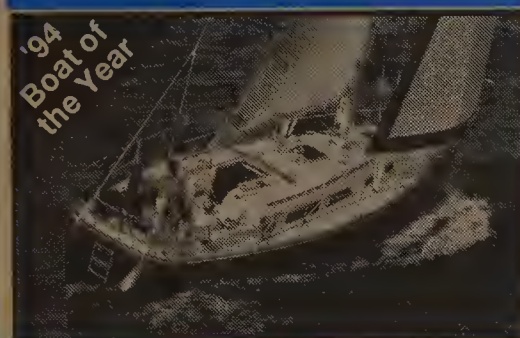
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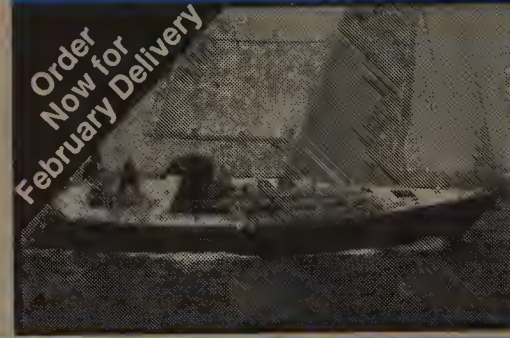
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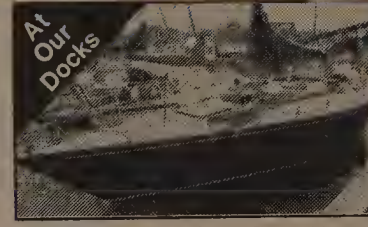
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| 36' | SABRE, 1985 | 99,500 |
| 36' | ISLANDER, 1976, diesel | 34,900 |
| 36' | PEARSON, 1985 | 69,500 |
| 36' | CATAUNA, 1985 | 60,000 |
| 38' | ISLAND PACKET, 1989 | 139,500 |
| 38' | CABO RICO, 1988 | 160,000 |
| 40' | PEARSON, 1979 | 84,000 |
| 40' | ISLANDER MOTORSAILER, 1973 | 64,500 |
| 40' | PASSPORT, 1982 | 135,000 |
| 40' | X-119, 1990 | 128,000 |
| 40' | CAPE DORY, 1985 | 135,000 |
| 41' | C&C, 1984 | 99,500 |
| 43' | MASON, 1982 | 145,000 |
| 49' | TASWELL, 1991 | 449,000 |
| BENETEAU BROKERAGE | | |
| 28' | BENETEAU 28.5 | 36,000 |
| 32' | BENETEAU 32s5, 1989 | SOLD |
| 35' | BENETEAU FIRST 35s5 | 82,500 |
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| 39' | BENETEAU 390, 1990 | 120,000 |
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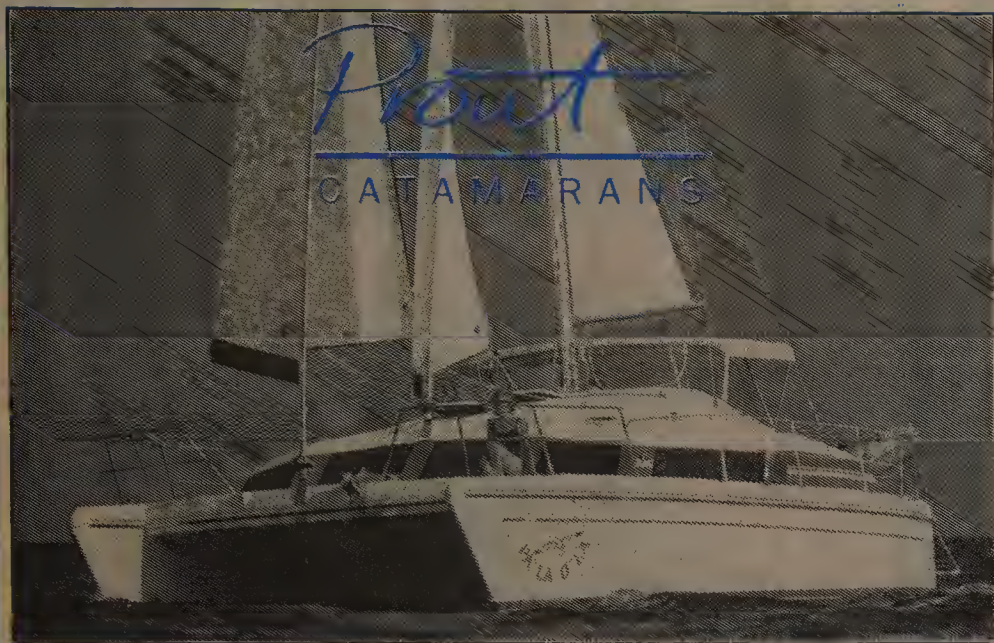
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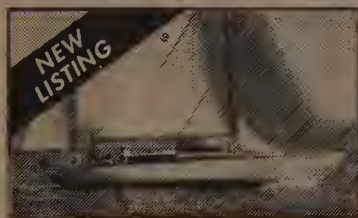
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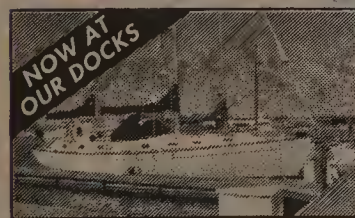
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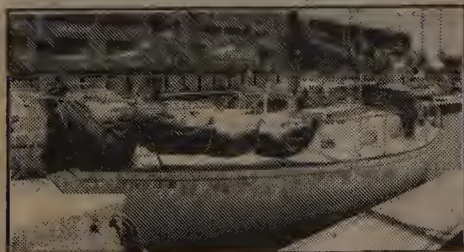


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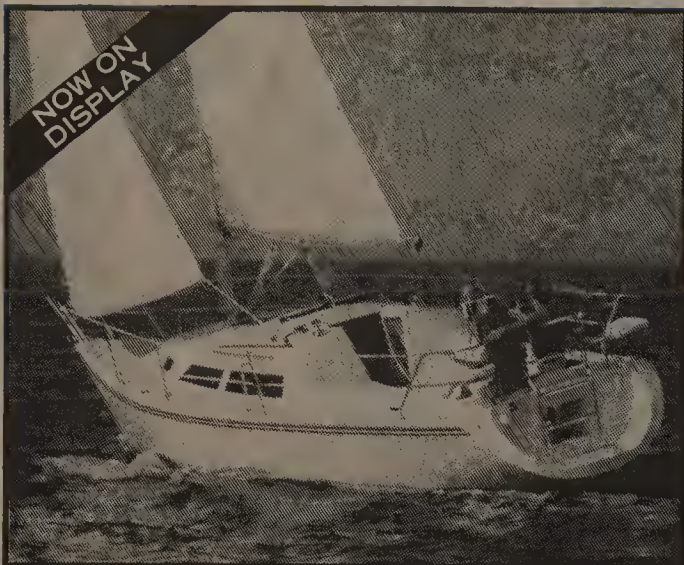
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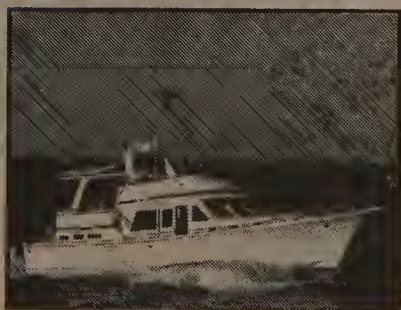
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SAIL

| | | |
|-----|------------------|-----------|
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| 27' | Cal T-2, 1973 | \$12,500 |
| 27' | Express, 1984 | \$16,900 |
| 29' | Cal, 1970 | \$12,000 |
| 30' | Ericson, 1968 | \$12,000 |
| 30' | Cal, 1978 | \$13,000 |
| 30' | Catalina, 1985 | POR |
| 33' | Yorktown, 1973 | \$12,950 |
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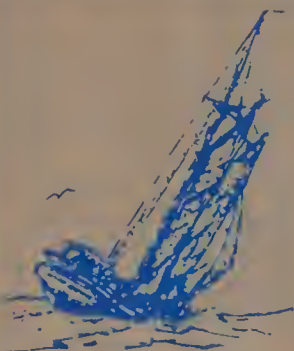
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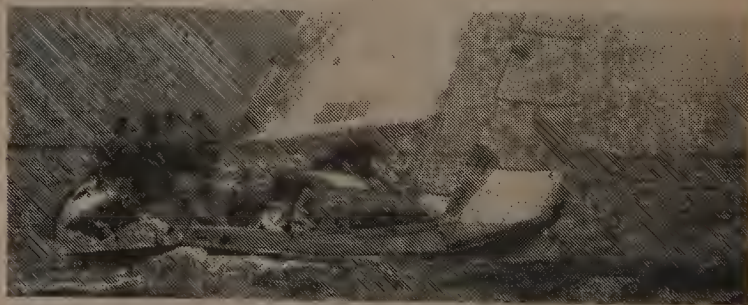
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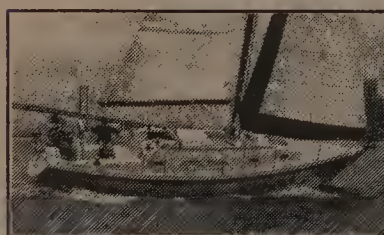
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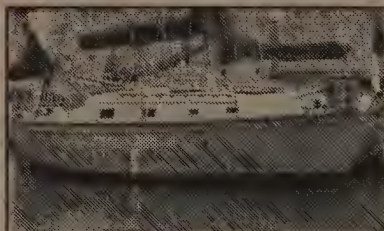
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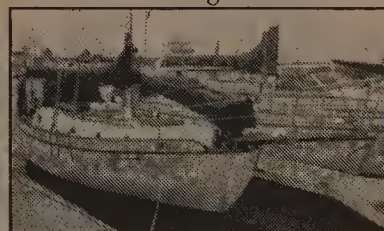
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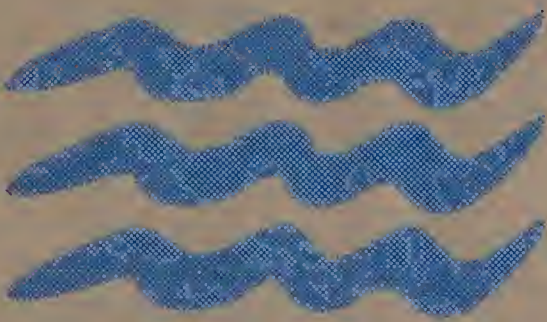
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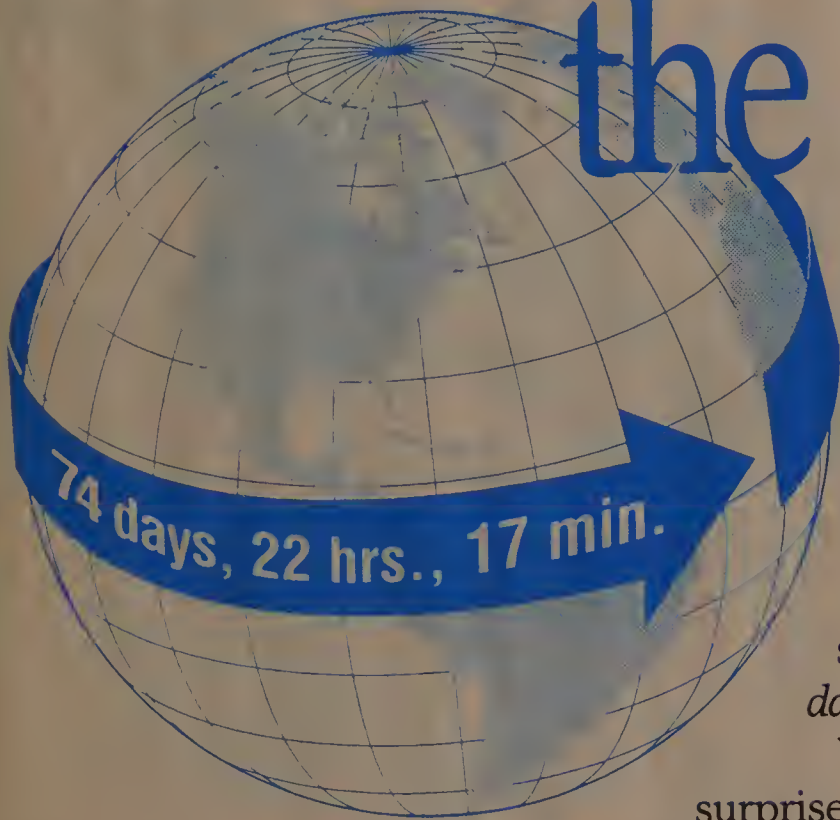
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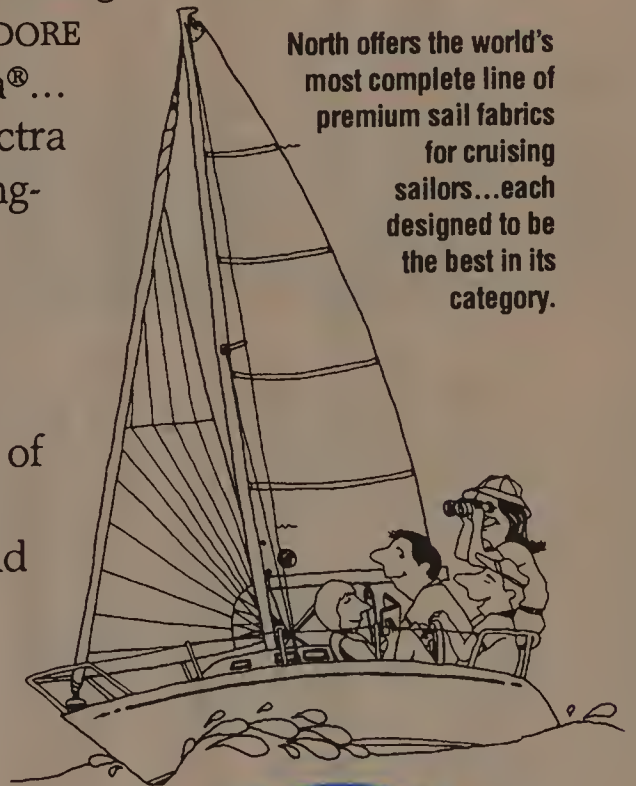
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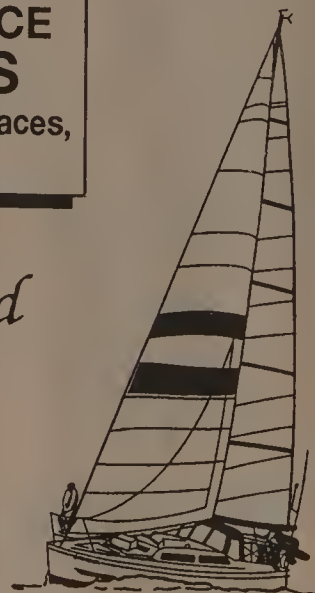
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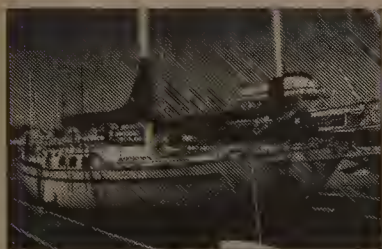
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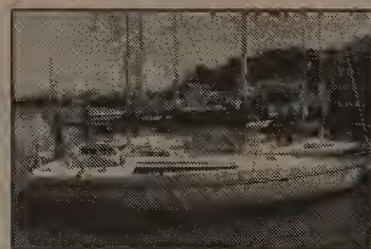


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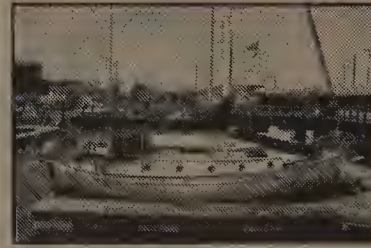
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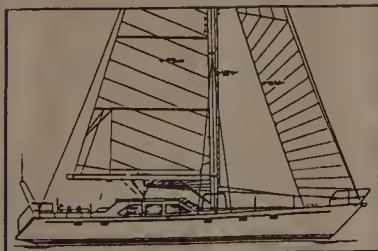
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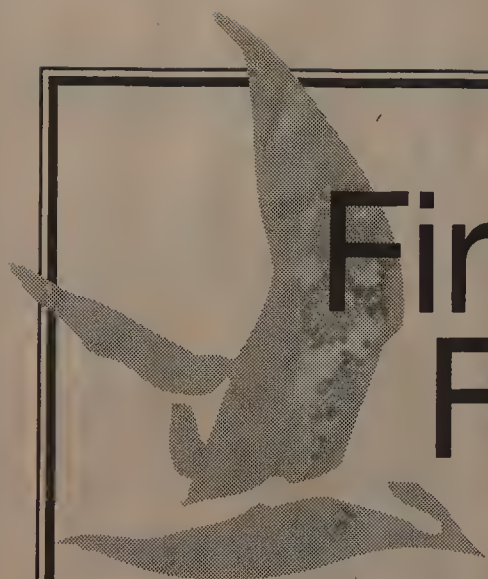
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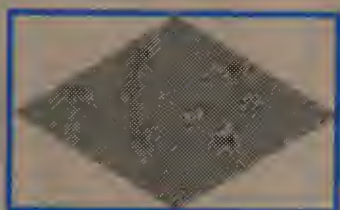


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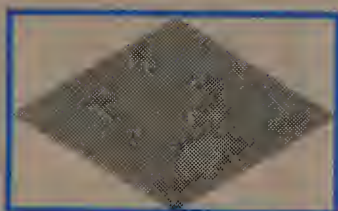
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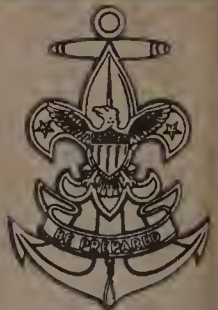
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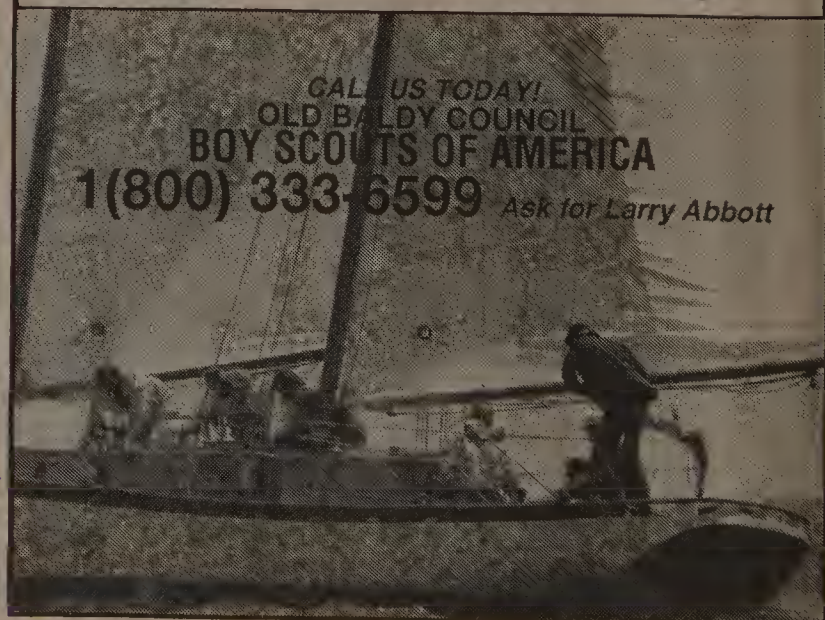
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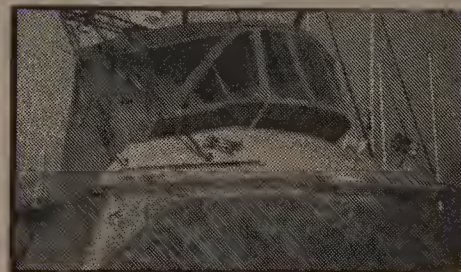
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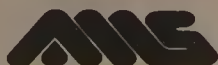
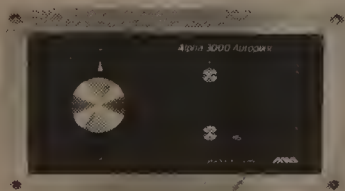
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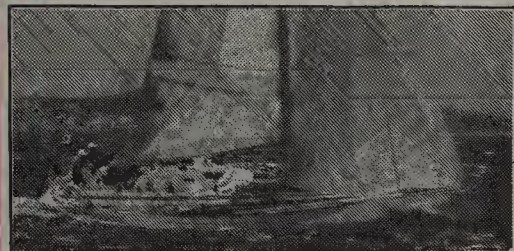
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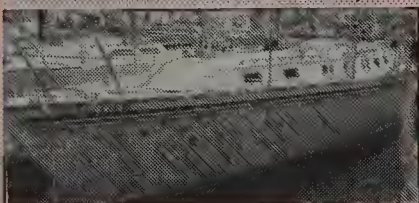
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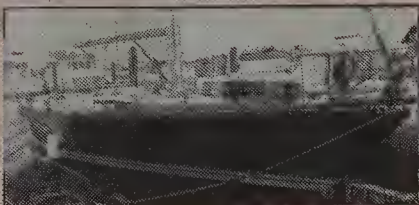
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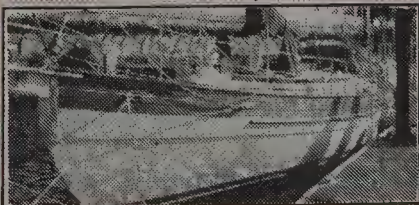
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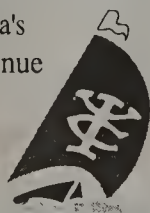
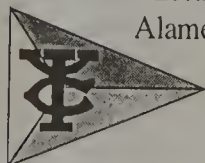
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(510) 521-2980



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FOR FAMILIES AND FRIENDS

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T.G.I.F. movie of the week.

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(cheap to everyone else.)

**SILVER EAGLE
RACE**

July 23 & 24

For race information contact
Rich Ahlf (510) 672-2514

CALENDAR

Nonrace

July 2-4 — Islander 36 Cruise to San Leandro Marina. Noel Hyde, (510) 614-9181.

July 2-4 — Bear Cruise to Benicia. Bob McComb, 765-6904.

July 2-4 — Hans Christian Owners Association Mystery Cruise. Joe or Sandi Tynik, (510) 523-0775.

July 2-4 — The Canadian tallship *Concordia* is open to the public, 2-4 p.m. at the Hyde Street Pier. Info, 929-0202.

July 4 — Independence Day. The *Chronicle's* 5,000-shell barrage of fireworks above Crissy Field is supposedly the largest on the West Coast.

July 7, 1967 — Legendary 65-year-old singlehanded sailor Francis Chichester was knighted by Queen Elizabeth in Greenwich, England, after he circled the world with his 53-foot ketch *Gypsy Moth IV*. The Queen used the same sword that Elizabeth I used to knight Sir Francis Drake aboard the *Golden Hind* in Deptford in 1581. Chichester's two-part trip took 274 days, 48 of which were spent in Sydney, his only stopover.

July 9 — Bon Voyage Party for the West Marine Pacific Cup. Skippers, crews, family, friends and assorted well-wishers will eat, drink and party-down at the Berkeley Marriott beginning at 5:30 p.m. Chuck Farell, (916) 422-7476.

July 9 — Nautical Swap Meet at Bayside Marine in Santa Cruz, 7 a.m. to 4 p.m. Info, (408) 475-2173.

July 10 — Sailing Education Adventures' annual seafood barbecue at Paradise Park in Tiburon. Details, 775-8779.

July 14 — Bastille Day.

July 15-17 — 11th Catalina Yacht Owners Rendezvous at Two Harbors, Catalina Island. Last year, 150 boats and 480 sailors attended, making this the largest fleet gathering in the country. Info, (818) 884-7700.

July 16 — Sausalito West Marine Flea Market, 8 a.m. until 2 p.m. About 50 seller spaces available at \$10 each. Bobbi, 332-0202.

July 22 — Full moon on a Friday night — go see Jack Nicholson in *Wolf*!

July 23 — Spaghetti Feed at Grand Marina (Alameda), beginning at 1:30 p.m. Prizes for the best entries, live music, raffle, etc. For details, call Grand Marina, (510) 865-1200.

July 23-Aug. 6 — Master Mariner River Rat Cruise, "a loosely structured cruise with emphasis on traditional Delta activities" (drinking?). Dan Drath, 851-7601.

July 26 — "Cruiser's Alternatives to Liferests as Survival Craft." Slides and video discussing abandon ship procedures, station bill checklists, distress signals, crew training and a demonstration of a practical small yacht's lifeboat. Free! For location and time, call Ray Thackeray, (510) 814-0471 (Alameda).

July 30 — Country Dance and Barbecue at Andreas Cove YC. Jim Mitchell, (916) 965-4992.

Aug. 12-14 — Metal Boat Society's Annual Metal Boat Festival in Oak Harbor, Washington. Music by Metallica (just kidding). Pete or Teri Silva, (209) 856-5316.

Aug. 20 — "Life is But a Dream," the ninth annual Petaluma River Festival. 7 a.m. to 11 p.m.; Info, (707) 762-5331.

Racing

July 1-2 — Vic-Maui Race. Royal Vancouver YC, (604) 224-1344.

July 2 — San Francisco to Santa Barbara Race — noon start for IMS, PHRF, BAMA, MORA and non-spinnaker boats. Encinal YC; Dan Fleming, (510) 769-0161.

July 2 — 43rd Annual Boreas Race: San Francisco to Moss Landing. Elkhorn & Oakland YCs; Info, (510) 522-6868.

July 2-4 — San Francisco Windsurfing Classic and Windsurfing West Coast Championship. St. Francis YC, 563-6363.

July 3 — Mayor's Cup at Lake Merritt. LMSC; John Hege, (510) 832-4261.

HOME OF



South Beach Yacht Club

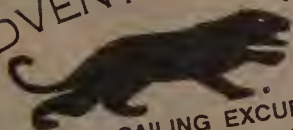
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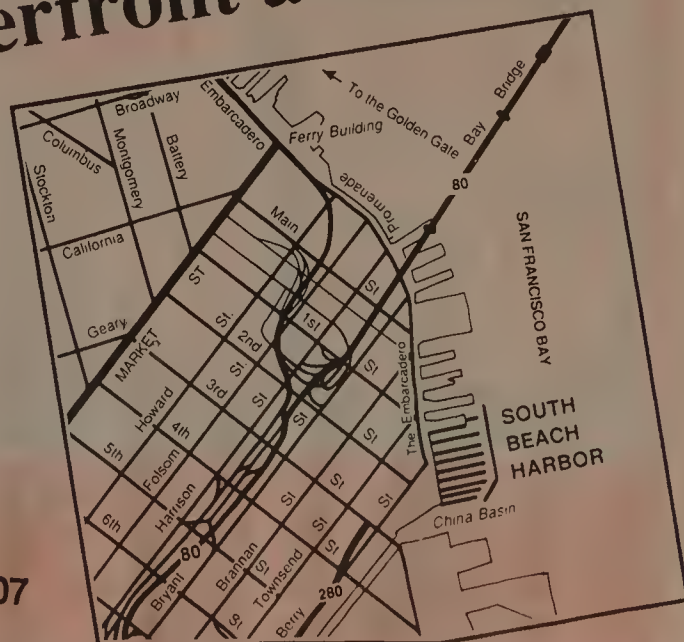


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| 335...11'. 15hp | \$1495. \$1295 |
| 380...12'6". 25hp | \$2095. \$1695 |

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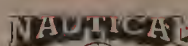
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Sun 10 AM - 4 PM • Closed on Thursday

CALENDAR

July 4 — Tiburon YC's Brothers and Sisters Race, a low-key race in the vicinity of these two island groups. Open to everyone; barbecue and dancing afterwards; Ken Anderson, 564-2865.

July 8-10 — Olson 30 Nationals at Ventura YC. Adam Glickman, (805) 658-2321.

July 9 — 27th Annual TransTahoe Race. Melges 24s will also race for their California State Championship. Homewood YC; John Utter, (702) 329-2311.

July 9-10 — Easom Founder's Trophy for Etchells. Hopefully Hank will be fully recovered from recent medical problems — and at the head of the fleet! San Francisco YC, 435-9133.

July 9-10 — Laser Slalom — it's only rock 'n roll. Local luminaries include Patrick Andreasen, Chris Boome, Paul Cayard, Steve Jeppesen, Morgan Larson, Jeff Madrigali, Ernie Rodriguez and Russ Silvestri. Another fabulous spectator event courtesy of the St. Francis YC, 563-6363.

July 9-10 — High Sierra Regatta, weekend #1. Dinghy racing on beautiful Huntington Lake, including the SJ 21 Western Nationals. Dave Mosher, (209) 673-2344.

July 11-14 — West Marine Pacific Cup. See preview on pages xx-xx. Mary Lovely, 441-4461.

July 13-17 — Laser Nationals in Marina del Rey. California YC, (310) 823-4567.

July 16 — Plastic Classic Regatta and Concours d'Elegance for 'mature' fiberglass one designs. Bay View Boat Club, 495-9500.

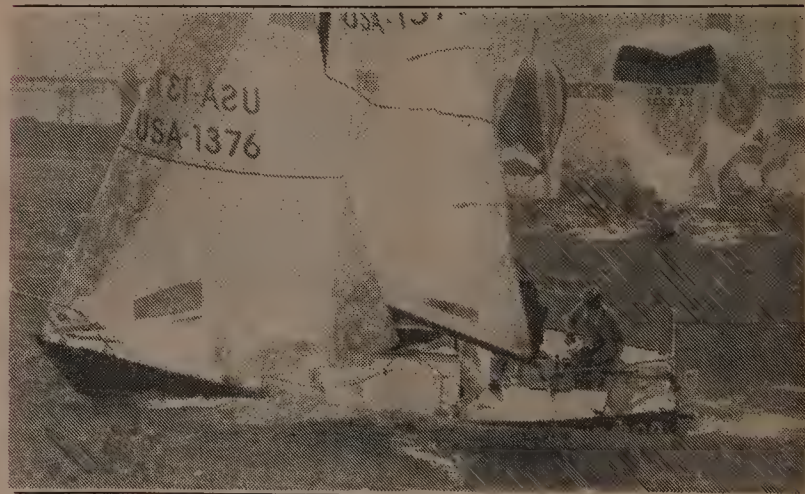
July 16 — SSS South Bay Fun Race for the shorthanded clique. Pat Zajac, (510) 232-9965.

July 16 — South Bay YRA race #4, hosted by San Leandro YC. Mike Dixon, (510) 635-5878.

July 16-17 — PICYA Championships, all-new PHRF format: Big Lipton (PHRF 48-84), Little Lipton (PHRF 162-198), and Larry Knight (120-150). Hopefully more than 12 boats will show up this year! St. Francis YC, 563-6363.

July 16-17 — High Sierra Regatta, weekend #2. More high altitude fun (7,000 feet) at Huntington, this time for keelboats. Doubles as the SC 27 Nationals and Thistle InterDistricts. Dave Mosher, (209) 673-2344.

July 16-17 — Olson 25 Nationals. Four owner/driver buoy races hosted by the Sausalito YC; Bill Riess, (510) 653-9531.



Cityfront J-walking — legal fun!

July 21-24 — Express 27 Nationals at Richmond YC. Can you say Guneukitschek? John Stewart, 851-8993.

July 22-25 — FJ Nationals. Encinal YC, (510) 522-3272.

July 23 — Silver Eagle Race. Island YC, (510) 521-2980.

July 23 — Island to Island Race, 100 miles from Bruno's Island around Angel Island and back. Andreas Cove YC; Bryant Bowington, (916) 348-1256.

July 23-24 — High Sierra Regatta, weekend #3. Snipes, Mer-

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Find out what you missed in the first half of the season. Join the most progressive sailmaker in the world and let our winning experience be your key to success. If you're not where you want to be in your championship campaign, there is time to change, because "it ain't over 'til the fat lady sings!"



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JACK LONDON

Sailor

Author, Adventurer

Member, Oakland Yacht Club



Jack's literary legacy is on a par with Hemingway. Hemingway was not a member of Oakland Yacht Club but Jack was. You'll get more than a lesson in American literature at Oakland Yacht Club. You'll experience the warm ambiance and the congenial boating spirit that has characterized Oakland Yacht Club since Jack was a member 80 years ago.

Our new clubhouse overlooking our marina on the Estuary in sunny Alameda is a special corner of the Bay from which to watch the world go by.

And if your boat can slip into one of our vacant berths, you may qualify for a waiver of our initiation fee.



Oakland Yacht Club
Pacific Marina
Foot of Triumph St.
Alameda
(510) 522-6868

Nautical Swap Meet



Saturday, July 9th

Bayside Marine

333 Lake Avenue • Santa Cruz

On the East Side of the Harbor

7:00 a.m. to 4:00 p.m.

Spaces available ~ Please call (408) 475-2173

Sponsored by the Harbor Business Association

CALENDAR

curies, Santana 20s, Fireballs (NAs), Holder 20s (Nationals) and other dinghy classes. Dave Mosher, (209) 673-2344.

July 23-24 — J/24 Western Regionals. StFYC, 563-6363.

July 23-24 — North Bay Series, hosted by Martinez YC. Kathy Folsom, (510) 228-0993.

July 29 — Aldo Alessio Ocean Race, a 238-mile drag race from San Francisco to Point Conception for ULDB 70s. St. Francis YC, 563-6363.



Up scope! 'Absolute Saidee' in stealth mode.

July 30 — San Leandro Centennial Perpetual Trophy Regatta. San Leandro YC; Bob Hungerford, (408) 683-2170.

July 30-31 — Second Half Opener. Encinal YC; YRA, 771-9500.

July 31 — Fall SCORE #1. Santa Cruz YC, (408) 425-0690.

Aug. 1-13 — Kenwood Cup, an international IMS regatta in the "winds of paradise." See Race Notes. Ken Morrison, (808) 946-9061.

Aug. 5 — Santa Barbara to King Harbor Race, a solid '10' on the Southern California fun meter. SBYC, (805) 965-8112.

Aug. 6 — Richmond YC's Jr. Waterhouse Race. YRA, 771-9500.

Aug. 6-7 — Santanarama, a regatta for Tuna 22s at Pebble Beach. Charles Kurtman, (408) 384-6163.

Aug. 7-12 — El Toro NA's at Howard Prairie Lake. El Toro Association, (510) 656-1276.

Aug. 12-14 — Moore 24 Nationals. Seven races, nightly keg parties, and the return of Eric Malmberg's almost-famous band, the Toxic Guitar Slingers. Santa Cruz YC, (408) 425-0690.

Aug. 13-14 — IMS Invitational. StFYC, 563-6363.

Aug. 14 — Mo'ikeha Cup: 2,077 miles from Oakland to the Big Island. Bob Gray, (510) 530-4162.

Aug. 20 — Gracie & George Regatta: mixed doubles, Gracie gets to drive. Encinal YC, (510) 522-3272.

Aug. 20-21 — Frank's Tract Regatta. Don't hit the tractor! Andreas Cove YC; Bryant Bowington, (916) 348-1256.

Aug. 20-21 — Joan Storer Women's Regatta at Tiburon YC. Two races each day, party on Saturday night, charity auction. Call 'Duffy' for details, (510) 669-4079.

Aug. 27 — VYC's Ocean Vallejo Race. YRA, 771-9500.

Sept. 2 — Windjammers Race, 67 miles downhill to Santa Cruz. New race rules prohibit whaling, whining and capsizing. Bob White, (408) 476-3009.

Sept. 3 — Jazz Cup, 24.8 mellow miles to Benicia. Great party afterwards! South Beach YC, 495-2295.

Sept. 3-5 — IBM/Sailing World NOOD Regatta. Doubles as the nationals for Melges 24s and Hawkfarms. StFYC, 563-6363.

Sept. 15-18 — Big Boat Series. StFYC, 563-6363.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness: 7/25, 8/8, 8/22, 9/5, 9/19 (make-up). Forrest Martin, (510) 527-7795.

BENICIA YC — Thursday Night Series in Carquinez Strait (through 9/29). Marc York, (707) 746-0739.

BERKELEY YC — Friday Nighters on the Circle (through 9/30). The price is right — free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series (through 9/16). Party

JOIN THE ISLAND YACHT CLUB FOR THE **SILVER EAGLE** LONG DISTANCE BAY RACE

DATE: Saturday & Sunday, July 23 & 24, 1994

COURSE: 75 ENJOYABLE MILES
Start at St. Francis Yacht Club to
(16) Blackhaller Buoy to (17) Harding
Rock to South Bay to Carquinez Strait
and back to St. Francis Yacht Club

RATINGS: PHRF, OYRA Cruz
Division, BAMA

A classic Bay race providing a
challenging tour of the entire Bay.

For more information contact
Rich Ahlf (510) 672-2514



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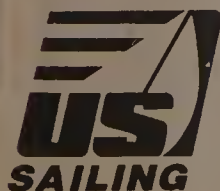
Yacht Name _____ Sail # _____
Owner/Skipper _____ Yacht Type _____
Address _____ City _____ Zip _____
Home Phone _____ Work Phone _____
Yacht Club or Association _____

PHRF rating _____ Current rating certificate must be enclosed with entry.
BAMA rating _____ Current rating certificate must be enclosed with entry.
OYRA Cruz rating _____ Current rating certificate must be enclosed with entry.

Entry Fee: \$40.00 (\$35.00 for US Sailing Members).

Please include your US Sailing Member number: _____

Entry fee, payable to ISLAND YACHT CLUB,
must be enclosed with entry form.



I hereby agree that the above named yacht will be equipped, manned and sailed in accordance with the 1994 Standing Sailing Instructions of the Yacht Racing Association of San Francisco Bay and the conditions set forth in the invitation for this race. I will not hold the Island Yacht Club nor any of the individuals appointed or volunteering for this race liable for damage, material or personal, suffered during the race or at any time.

Signed _____
Date _____

Please return entries by July 16, 1994 to: Rich Ahlf
Silver Eagle Race Committee
63 El Molino Drive
Clayton, CA 94517

1994 JAZZ CUP REGATTA



Sixth Annual South Beach and Benicia Yacht Clubs' Labor Day weekend party!

Friday night, September 2nd
Dinner and Dancing to live music at
South Beach Yacht Club.

Saturday, September 3rd
Jazz Cup Race
(Treasure Island downwind to Benicia);
Benicia Jazz Festival and parties
at the Benicia Yacht Club.
Classes for PHRF (up to 250), ultralights,
and multihulls under MPHRF.

The race is limited to the first 100 entries.
Berthing in the Benicia Yacht Harbor is
available to the first 50 who sign up. Plenty of
berthing is available at South Beach Harbor for
those coming in for the Friday party.
Please contact the South Beach Harbor Master
for berthing arrangements only (415) 495-4911.

**Entries are limited! For information and
to order a race application call the
South Beach Yacht Club (415) 495 2295.**

CALENDAR

at the White House afterwards. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Races (through the
end of Daylight Savings Time). Kevin Knick, 347-4850.

ENCINAL YC — Twilight Series on the Estuary. Second half:
7/29, 8/12, 8/26, 9/16, 9/30. John Boyd, (510) 865-3381 (evenings).

GOLDEN GATE YC — Friday Nights on the Cityfront: 8/5, 8/19.
Ed Welch, 851-3800.

GOLDEN GATE YC — Woody Wednesdays: 8/3, 8/10, 8/17,
8/24. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. Second half: 8/5,
8/19, 9/9, 9/23, 10/7. Rich Ahlf, (510) 672-2514.

OAKLAND YC — Sweet 16 Series. Wednesday nights: 8/3, 8/10,
8/17, 8/24, 8/31, 9/7, 9/14, 9/21. Oakland YC, (510) 522-6868.

OYSTER POINT YC — Friday Nights: 7/22, 8/26, 9/23. Ray
Wells, 583-9964.

RICHMOND YC — Wednesday Night Series: 7/6, 7/20, 8/8,
8/17, 8/31, 9/14. Free! RYC, (510) 237-2821.

SANTA CRUZ — Wednesday Night Series (through 10/26). Mike
Evans, (408) 476-5671.

SAUSALITO CC — Friday Nights, second half: 7/29, 8/12, 8/26,
9/9, 9/23. Pat Broderick, (707) 528-2109.

SAUSALITO YC — Sunset Series (Tuesday nights): 8/2, 8/16,
8/30, 9/13, 9/27. Chuck Mellor, (707) 765-6620.

ST. FRANCIS YC — Friday Nights on the Cityfront: 7/1, 7/15,
7/29, 8/12, 8/26. StFYC, 563-6363.

SOUTH BEACH YC — Friday Nights: 7/15, 7/22, 7/29, 8/5,
8/19, 8/26. Hav Staggs, 495-2295.

TIBURON YC — Friday Night Series: 7/8, 7/15, 7/22, 8/5, 8/12,
8/26, 9/9. Ken Andersen, 564-2865.

Please send your calendar items **by the 10th of the month** to
Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966.
Better yet, FAX them to us at (415) 383-5816. But please, no phone-
ins! Calendar listings are for marine-related events that are either free
or don't cost much to attend. The Calendar is not meant to support
commercial enterprises. Unless otherwise noted, all phone numbers
listed in the Calendar are in the 415 area code.

July Weekend Currents

| date/day | slack | max | slack | max |
|----------|--------------|------------------------|--------------|------------------------|
| 7/02Sat | 0408 1543 | 0710/2.0F 1841/2.1F | 0954 2136 | 1203/1.5E |
| 7/03Sun | 1101 2223 | 0044/3.2E 1311/1.4E | 0503 1639 | 0812/2.4F 1934/2.1F |
| 7/04Mon | 1158 2308 | 0137/3.6E 1412/1.5E | 0551 1729 | 0903/2.7F 2021/2.2F |
| 7/09Sat | 0148 1523 | 0505/5.0E 1737/2.6E | 0901 2049 | 1200/3.8F 2340/2.8F |
| 7/10Sun | 0227 1558 | 0545/5.0E 1818/2.9E | 0934 2129 | 1233/3.9F |
| 7/16Sat | 0225 1355 | 0508/2.4F 1708/2.7F | 0821 2013 | 1045/2.4E 2323/4.1E |
| 7/17Sun | 0336 1505 | 0627/2.7F 1811/2.6F | 0942 2111 | 1152/2.0E |
| 7/23Sat | 0146 1506 | 0458/5.4E 1733/3.1E | 0851 2051 | 1154/4.4F 2341/3.4F |
| 7/24Sun | 0233 1545 | 0541/5.1E 1813/3.2E | 0931 2138 | 1232/4.2F |
| 7/30Sat | 0215 1345 | 0455/1.8F 1644/1.9F | 0802 1951 | 1014/1.7E 2251/3.0E |
| 7/31Sun | 0322 1449 | 0616/1.8F 1744/1.7F | 0916 2044 | 1115/1.4E 2351/3.1E |

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Congratulations to the West Coast's four newest J/105 owners,
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SIMPLE, FAST, FUN.

J/Sprit, number one in sailing pleasure.

Now it's possible to sail fast with just a friend or two as crew. Isn't this how we sail most of the time? Off on a days sail or a coastal trip, rarely is the gang aboard to hold down the boat or fly a chute.

Great short-handed sailing is what the new J/Sprit line is all about. Efficient design allows one to feel total control even when planing at 10 knots. Flying the asymmetrical chute with snuffer and the carbon fiber bow pole is a simple one-person job.

VMG (Velocity Made Good)

To enjoy sailing you need to get somewhere in all conditions, from a steep upwind chop, to a light downwind running. In many of these conditions you'll see cruisers powering away, when aboard a new J/Sprit boat you'd be sailing fast and having fun. Low center of gravity hull design, rig and sailing length all affect the VMG. J/Sprit boats are designed, not to a design rule, but to the rules which allow you the best VMG. This means you can sail safely more often, and enjoy it. Isn't that why you buy a sailboat in the first place? The new J/Boats will make a beginner look good and experts will rediscover the fun and ease that's been missing for years.

You could spend years on all kinds of boats before you discover the advantages of the J/Boat design philosophy, or you can come down now to test sail a new J/Sprit boat today. There are six new boats in the J/Sprit line, from 26 to 53 feet, and one is just right for you.

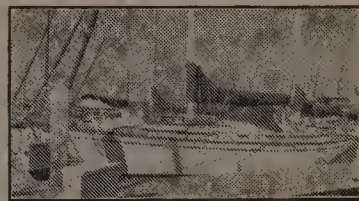
BROKERAGE



BALTIC 42DP. Bydand is a custom Baltic 42dp built for her original and current owner. The highest quality of workmanship has obviously been demanded here. Professionally maintained to the highest standards. At our docks. Contact Chris Carlett.



J/35. Il Pelicano. First sailed in February 1993. Professionally maintained. Just reduced to \$89,500.



SWIFT 40. S&S design built to Lloyds specs. Center cockpit ketch. Cruise in comfort. Loran, radar, dodger. Excellent condition; just move aboard. Contact Ed Milano. Asking \$98,500.



BENETEAU FIRST 40S. This First 40S is in perfect condition. You will not want to miss this professionally maintained yacht! Contact Chris Carlett.



11:METRE. This better than new 11:Metre has been properly commissioned and race equipped with KVH Quadro system. Lightly used, she's ready to race and win. Contact Chris Carlett.



40' GARDEN KETCH, '68. Classic cruising ketch, impeccable maintenance, recent spar replacement. A must see! Contact Chris Carlett. ~~\$49,900~~ \$39,900.

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| * 24' J/24, 1981, 1977 | 10,000 |
| * 24' J/24, 1986, Wet n' Wild | 24,000 |
| * 24' J/24, 1978, Run'n Sweet | 9,500 |
| 29' J/29, 1985, Whiplash | 26,000 |
| 29' J/29, 1983, Powerplay | 16,500 |
| 35' J/35, 1991, Il Pelicano | 89,950 |
| * 35' J/35, 1989, Redline | 77,500 |
| * 35' J/35, 1989, Icebreaker | 78,000 |
| **35' J/35, 1984, Rival | Pending/67,500 |
| **35' J/35, 1987, Law N' Motion | 74,900 |
| **44' J/44, 1989, Gotcha | 259,000 |

OLSON

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|------------------------------|--------|
| * 30' Olson 911S, 1990 | 42,500 |
|------------------------------|--------|

SANTANA

| | |
|--------------------------------------|--------|
| 35' Santana, 1980, Amer. Eagle | 35,000 |
| 35' Santana, 1979, Schockwave | 38,500 |

CAPE DORY

| | |
|-------------------------|--------|
| * 30' Ketch, 1979 | 34,800 |
|-------------------------|--------|

CRUISER

| | |
|--------------------------------|--------|
| 29' Cal, 1974 | 19,800 |
| * 33' Gurney Alum., 1968 | 45,000 |

| | |
|--------------------------------|--------|
| * 40' Swift Ketch, 1977 | 98,500 |
| * 40' Garden, 1968 | 39,900 |
| * 44' Annapolis 44, 1963 | 59,750 |

RACER/CRUISER

| | |
|--------------------------------------|---------|
| 27' C&C, 1985 | 29,950 |
| 34' Express, 1987 | 69,000 |
| * 40' Beneteau First 40S, 1988 | 125,000 |
| * 42' Baltic 42DP, 1982 | 225,000 |

HI-PERFORMANCE

| | |
|----------------------------|--------|
| * 27' Express, 1985 | 24,000 |
| * 34' 11:Metre, 1993 | 50,000 |

POWER

| | |
|-------------------------------|---------|
| * 24' Limestone, 1989 | 30,000 |
| * 25' Bayliner 2452 | 28,000 |
| * 41' Chris Comm., 1983 | 120,000 |

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|---|--------|
| * 6-Mtr. Current Champ St. Francis IX | 40,000 |
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LETTERS

⇕ IN A RAGE

My wife and I, like many others, enjoyed Sunday of the Memorial Day weekend sailing our Hawkfarm on San Pablo Bay. For the most part, the breezes were light but the tides were with us. We and our novice sailing friends sailed up to Point Pinole before heading back to the Vallejo Municipal Marina. Upon entering the Napa River, we encountered the best winds of the day. With a novice at the tiller and me trimming the main, we hit hull speed and more.

During this stretch we'd been followed by a gray-hulled Catalina 38. As they were 10 feet longer than us, we felt good for having been able to hold them back for so long in 15-knot breezes. As we were enjoying ourselves, an object whizzed past me, glanced off my wife's head and smashed into the jib! The overtaking boat had launched a water balloon attack on us.

The number one rule on our boat is that nobody gets hurt. So I immediately ordered our boat away from the attack. After a few seconds I was relieved to learn that while my wife was shocked and a little scared, she was essentially all right.

As we approached the Catalina 38 from behind, it became clear that they were planning to launch another attack with their five-foot long fluorescent green balloon launcher. The device appeared to require three 'men' to operate. In a rage, I went to the bow of our boat and commented on the intelligence of their lower anatomy and described the damage that their unprovoked attack had visited on us.

They responded by calling me a "crybaby" who was trying to ruin their "holiday fun". Deciding that rule number one still applied, we fell away from them again, dropped our sails and returned to our berth with a bad taste in our mouths. A good day had been made less so by the self-indulgent stupidity of a 'fellow' sailor.

A discussion with the Harbormaster prompted me to call the Coast Guard at Mare Island station to report the incident. Since the Coast Guard had not witnessed the incident, there was little that they could do other than board the offensive boat at next encounter and reprimand them. My only other avenue of response was this open letter to other sailors. If ever you encounter a gray-hulled Catalina 38, I would suggest that you head in the opposite direction before you have an intimate encounter with their version of "smooth moves".

Niels Cappel
Osprey
Vallejo

Niels — In the off chance that some of our readers aren't familiar with Coast Guard regulations on water balloon attacks, we'll summarize the pertinent sections of the Joan's Act: 1) Absolutely no sneak attacks. 2) Hand thrown balloons only — launchers are for sissies; 3) Only boats crewed by bigger, stronger, more aggressive macho males may be attacked; and, 4) No whining permitted if the macho guys on the other boat get pissed off and beat the crap out of you. For further details, contact the Coast Guard.

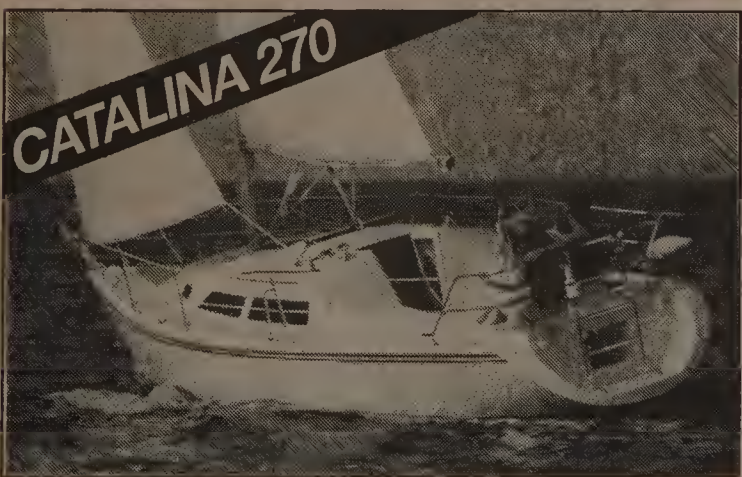
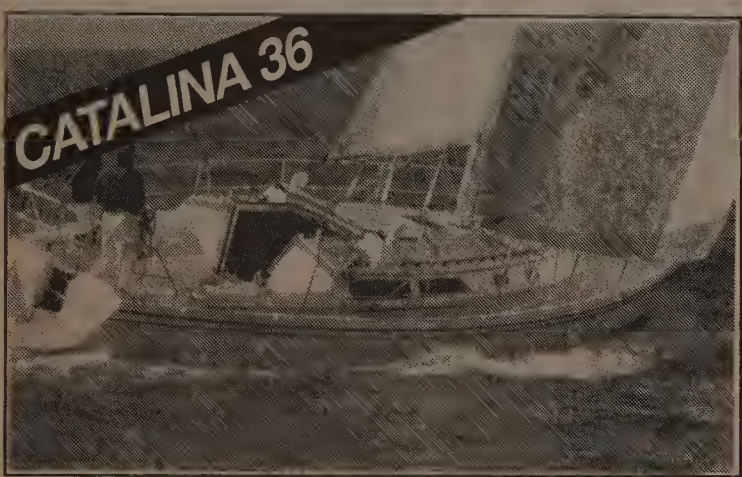
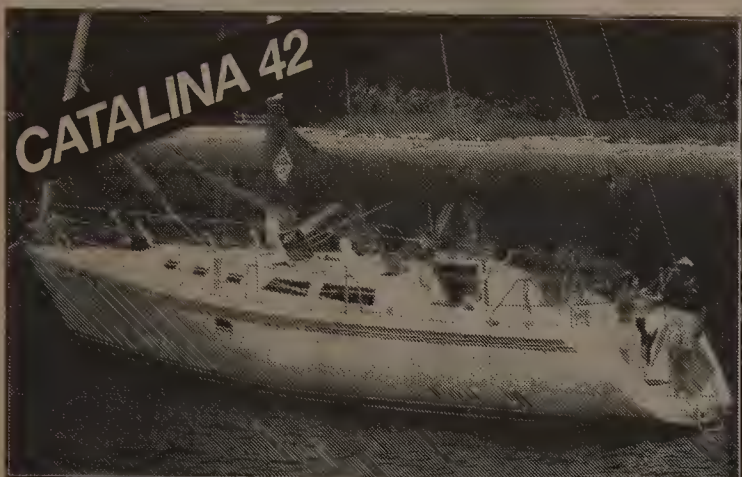
We once had a French woman named Jezebel crewing for us in St. Martin when we were attacked by a bunch of geezer New York bankers on a Swan 65 equipped with a balloon launcher. As we playfully dodged the balloons that rained down with remarkably great impact, Jezebel said she was reminded of her graduate studies at the Sorbonne. It didn't surprise us, because she had psycho-sexual explanations for absolutely everything that ever occurred.

"Older men with flagging sexuality and younger men with doubts about their virility often seek to compensate for their perceived inadequacy through orgasmic exhibitions," Jezebel explained while dodging another careening water balloon. "Notice how the men and the launcher collectively resemble a giant organ: the men holding each side of the launcher are the gonads, the man pulling back the balloon is the penis, the flying water balloon, of course, represents a prodigious — but completely fanciful — flight of sperm. It's amusing as long as you don't get hit, but also a little sad. I would never go to bed with such men because I'd probably be terribly disappointed."

Catalina//Morgan

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|-------------------------------|--------|
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| 36' MARINER, 1979 | 45,000 |
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| 34' CATALINA, 1987 | 56,000 |
| 32' PEARSON, 1979 | 37,500 |
| 30' NANTUCKET, 1971 | 27,500 |
| 30' NONSUCH, 1988 | 92,500 |
| 30' NONSUCH, 1979 | 49,500 |
| 26' NONSUCH, 1986 | 54,000 |
| 30' CATALINA, 1992 | 52,500 |
| 30' CATALINA, 1979 | 19,500 |
| 30' CATALINA, 1976 | 19,950 |
| 30' CORONADO, 1973 | 11,900 |
| 28' CATALINA, 1990 | 39,500 |
| 27' CATALINA, 1982 | 11,900 |
| 27' CATALINA, 1981 | 13,920 |

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| | |
|--------------------------|----------------|
| 43' COLUMBIA, 1971 | 49,995 |
| 37' HUNTER, 1989 | 74,995 |
| 36' CATALINA, 1987 | 63,995 |
| 36' C & C, 1979 | 54,995 |
| 35' ERICSON, 1974 | reduced 27,500 |
| 35' ALBERG, 1966 | 24,995 |
| 35' IRWIN, 1986 | reduced 49,960 |
| 34' COLUMBIA, 1970 | 21,995 |
| 34' COLUMBIA, 1971 | 24,995 |
| 33' NAUTICAT, 1983 | 85,500 |
| 33' MORGAN, 1975 | 37,995 |
| 32' WESTSAIL, 1974 | 44,995 |
| 30' LANCER, 1984 | 17,995 |
| 30' RAWSON, 1974 | reduced 12,995 |
| 30' CAL 3-30, 1974 | 19,995 |
| 29' ERICSON, 1970 | 15,995 |
| 28' ISLANDER, 1982 | 22,995 |
| 27' CATALINA, 1971 | 7,495 |
| 27' BRISTOL, 1976 | 13,995 |
| 27' CATALINA, 1976 | 11,495 |
| 27' CATALINA, 1976 | 12,495 |
| 27' CATALINA, 1972 | 11,500 |
| 27' CATALINA, 1971 | 2 from 7,495 |
| 26' FOLKBOAT, 1972 | 10,995 |
| 25' CORONADO, 1965 | 3,995 |
| 23' AQUARIUS, 1974 | 1,995 |

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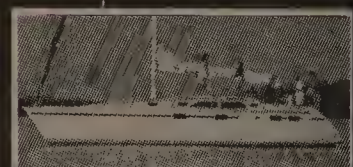
NONSUCH 26.



CATALINA 30, 1987.



CATALINA 28, 1990.



HUNTER LEGEND, 1989.



CATALINA 36, 1987.



WESTSAIL 32, 1974.



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West Bay

THE 11:METRE FILES

"After sailing Stars for six years, it is hard to get excited about driving any other boat in One Design competition, but with full time employment fouling up my Star program, I decided to try what appeared to be the fastest growing One Design on the Bay area - the 11:Metre.

John Sweeney who works for City Yachts, the local dealer for these boats, worked hard to arrange a boat for me to sail

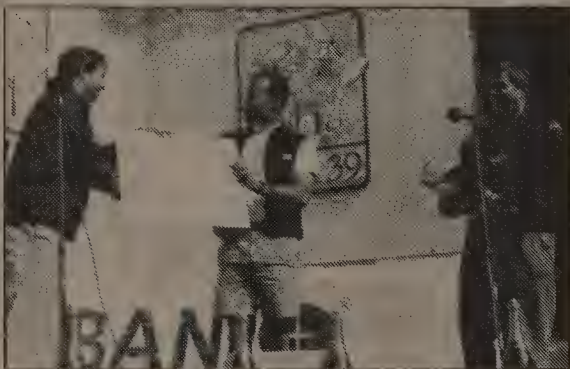


Photo by Jack Sweeney

in the Citibank Cup, held at Pier 39. I didn't know it but he was setting the hook hard. After 2 days of wild water front racing, that included a broken mast, some torn spinnakers and sports channel coverage of the event, the crew was so excited that by the end of day 2, they had already picked out a name for the new boat!

Upwind, like the Star boat, the 11: Metre is a dream to sail. They are fast and responsive for a 33' boat and with the self-tacking jib, you don't lose much speed tacking. That makes the boat very tactical. The giant mainsail and flexible spar also keep the skipper challenged to keep the boat balanced and fast. And unlike the Star, the five-man crew never hikes.

Downwind in the breeze, hold on to your hat. The spinnaker which looks like someone borrowed it from a 50 footer, picks up this relatively light boat (3600 lbs.) and has it flying up to speed, near 20 knots. They told me you can tow a water skier behind it and now I believe.

Shortly after the regatta, I ordered a new boat. John asked me what most influenced my decision. I told him it was the total package: First the class locally is quickly becoming the most competitive one design; secondly, the boat is well-built, sharp-looking, and comfortable and easy to cruise on the Bay; and finally the class encourages advertising on the hull and sails, which further reduces the already attractive price of owning one."

— Howard Shiebler

Howard Shiebler competed in 2 Star Class Olympic Campaigns finishing 3rd in 88 and 5th in 92 in the trials. He recently moved to the Bay Area from New England. His new 11:Metre hull #US104 will be arriving in mid-July—the fourteenth on the Bay.

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LETTERS

LESS SAFE? NO WAY!

I enjoyed reading Cat Caper on the charter of a Lagoon 42 in the May issue. For a boat whose design is biased toward huge accommodations, the performance sounds great.

But like many others, I have never understood the 'safety' fears of those who choose to sail 'lead-haulers'.

1) According to the Coasties, the greatest cause of loss of life is people falling overboard. Which is easier to fall off: a boat heeled 30 degrees or more and rolling through 20 feet or more, or one with 10 degree heel and 5-foot roll?

2) Do you know the old multihull joke? The position of maximum stability of a multi is inverted; the maximum stability of a lead-hauler is on the bottom. Which would you bet your life on? I like the idea of a liferaft that's 40 x 25-feet with all the supplies onboard.

Ten years or so ago I saw a little article about a 30-foot trimaran which had run afoul of an awash jetty at high tide. All three hulls were split. The boat settled with the decks above the water, and the skipper sailed on to the harbor master's dock, tied up and went to use the phone. The boat was not lost, there was no need to jump into a raft, and no one even had to get wet above the knees.

Different, yes. Less safe? No way.

Maybe Lee Helm should be assigned a comparison project.

Dana Munkelt
San Diego

Dana — We like the idea of cruising multihulls and we're pretty sure we'll own a catamaran someday. Nonetheless, we think it's foolish — and misleading — for multihull advocates to become too smug about the real and imagined safety advantages of cruising multihulls.

The common refrain that multihulls don't sink unfortunately isn't true. As you can read elsewhere in this issue, one sank during a passage from New Zealand to Tonga last month. There have been several others in recent years. It might not happen often, but it's a consideration.

And just because a boat hasn't sunk doesn't mean it's capable of sustaining life. Bill Maudru came damn close to dying of hypothermia after his 46-ft trimaran Defiance tipped over during a coastal race last year. Also last summer, a large trimaran was found flipped off Puerto Vallarta with the bodies of her two crew floating a couple of miles away. Several years before the crew of the catamaran Atlanta nearly died of exposure after they flipped in another nasty storm.

If you want to play the rhetorical game, you might ask yourself what's easier to fall off of, a boat with very sudden motions or a boat with slower motion? And how was it a superb sailor like Rob James could die as a result of falling off a multihull?

You also might want to ponder the fact that Chris White, a leading American multihull designer, suggests that multihulls should be at least 40 feet long to cruise offshore. That's not the most confidence-inspiring comment from a multihull advocate.

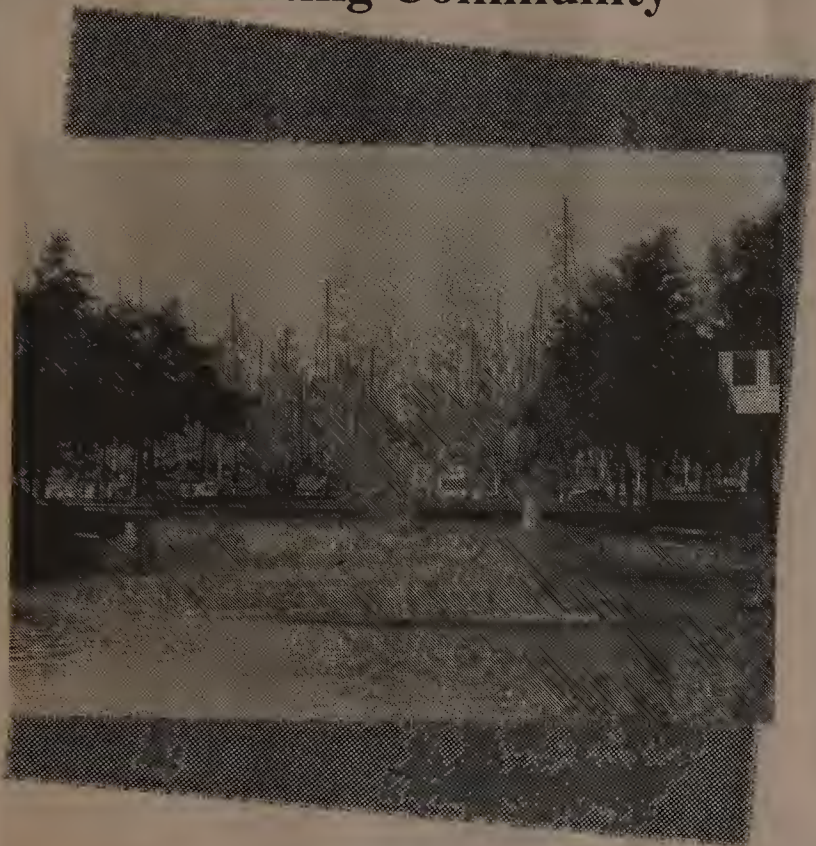
Are multihulls different? Yes. Are they more safe than monohulls? That's too complex a question and too serious an issue to respond to with a couple of condescending remarks. Modern multihulls in particular seem to have a lot going for them, but they still have some disadvantages and limitations.

For those who don't understand the source of "safety fears" some folks have developed about multihulls, it's no mystery to us. We've all seen photos of Hobie Cats overturned, of Dennis Conner flipping Stars 'n Stripes in 12 knots of wind, and all manners of pictures of giant racing multihulls flipped or fractured. While these are specialized performance boats that were built and designed for speed rather than safety, it's nonetheless hard not to make a connection.

Now for the other side of the coin. Peter Blake, who's had more experience and success in Whitbread Races than anyone, said — after sailing a 92-foot catamaran around the world in under 80 days — that monohulls would be too slow and boring for him to ever race again.

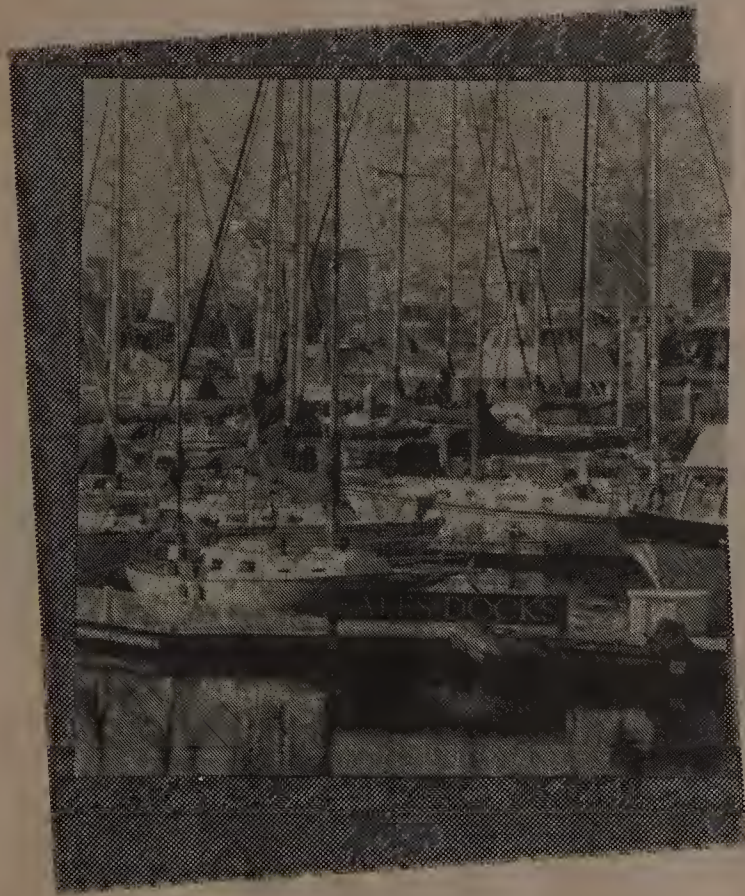
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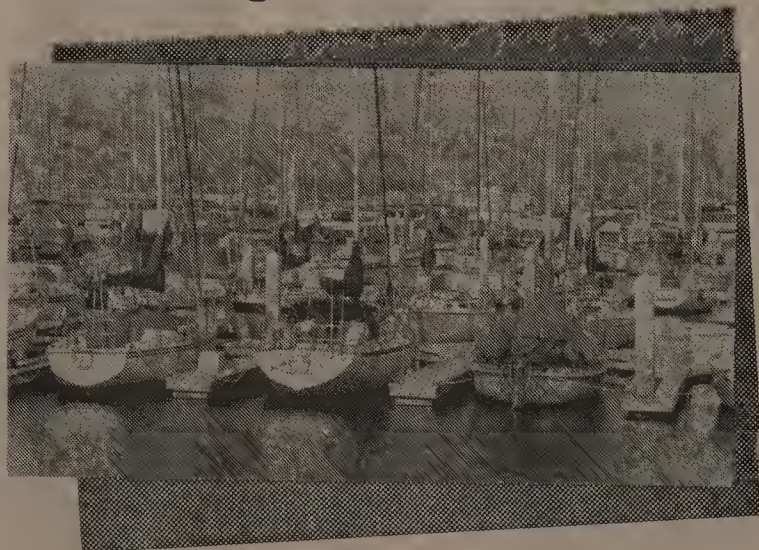
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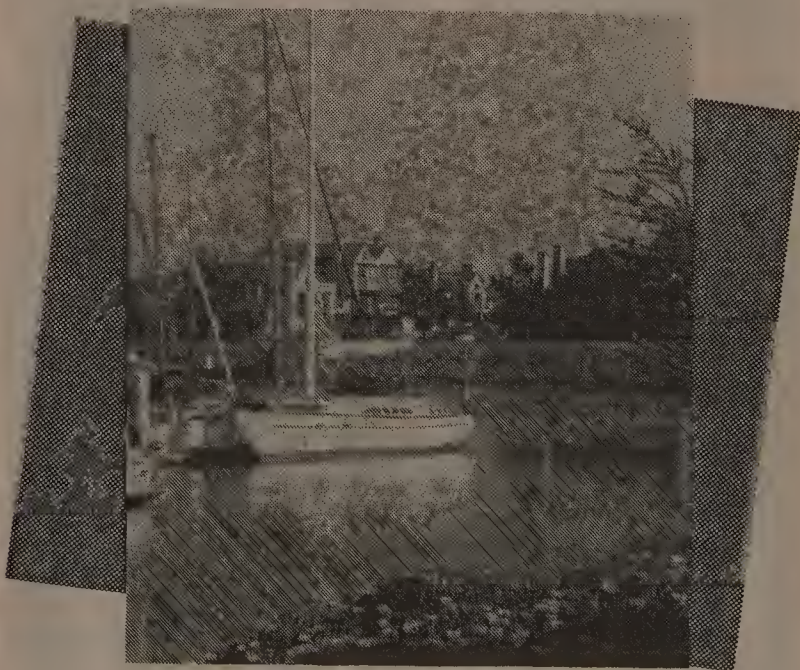
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LETTERS

It's noteworthy, however, that Blake nearly got killed when the big cat augured into a wave and came to a very abrupt stop.

⇕ DEAD BATTERIES IN THE MIDDLE OF THE BIG PUDDLE

Just bring along the sextant.

That's right! Thanks to Mr. Gayle Stockdale of Stockdale Marine in Sacramento, my husband David and I have just completed an extensive course of celestial navigation. Our hats are off to Stockdale for his expertise and patience in teaching this course. He made the course very understandable considering it's a difficult subject for someone like me who didn't know the first thing about the subject. But now if the good old batteries go dead when we're out in the middle of the big puddle, we'll know how to find our line of position.

I would highly recommend this course for anyone planning on being an expert navigator.

Mary Ann Friedrich
Takaroa II
Cameron Park

Mary Ann — We also recommend such courses. We further recommend carrying two GPS units and plenty of extra batteries — just in case you drop your sextant overboard.

⇕ PEOPLE CAN MAKE PLANS NOW

My name is Don Crownover and my wife Adele and I have been cruising in the Sea of Cortez since 1991 aboard our 43-ft steel cutter *Steeldiver*. Two weeks prior to the 1994 Sea of Cortez Race Week, I was approached by the Commodore of the Club Cruceros de La Paz and asked to head up the event. I agreed and set out to recruit and organize 25 volunteers to 'make it happen'. I'm proud to say it did happen, with lots of fun and few complaints. We feel it was a great week for just about everyone.

Recognizing the need for continuity and organization, I have offered to organize Race Week again for 1995. The Club agreed to some changes that I felt were necessary — especially some scheduling and organizational changes to facilitate more timely decision-making. As a result, people can start making plans for next year's event right now, because we know the dates will be April 22-30.

For the last two seasons, Race Week has attracted about 90 boats. Of these, only about 20 boats have entered the racing competition. Beach activities seem to be the main attraction, perhaps because there always seemed to be something for people of all ages. The activities included a shipwreck party, horseshoes, volleyball, water baseball, tug-o-wars, olympics, swimsuit competition, beer-belly competition, chili and dessert cook-offs, live music, fish fries, pot-luck dinners and even a couple of 'dinghy-in movies'.

In order that the name more accurately portray what happens, I have recommended that the event be renamed either Sea of Cortez Cruiser's Week or Cruiser's Race Week. Although racing will always be an important part of the festivities, it's not the main draw.

I know there was a great deal of confusion regarding the dates and other aspects of this year's event, so I hope to be able to give out much better information for the '95 event. If you or anyone else has any questions, they can write to me in care of the Club Cruceros and they will forward my mail to me as we will be out enjoying another season in the beautiful Sea of Cortez.

P.S. I understood that *Latitude* had a great deal of involvement with Race Week in the past. It's a great way to meet other cruisers and launch the new season for discovering the Sea of Cortez.

Don Crownover
La Paz

Don — From all reports we've received, you did a great organizational job in a short time and were Solomon-like in settling the minor disputes between the racing and beachside factions. It's impossible to please everyone, isn't it?

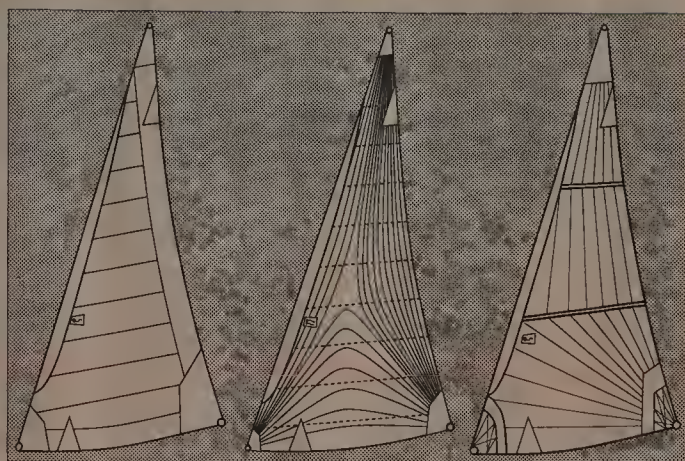
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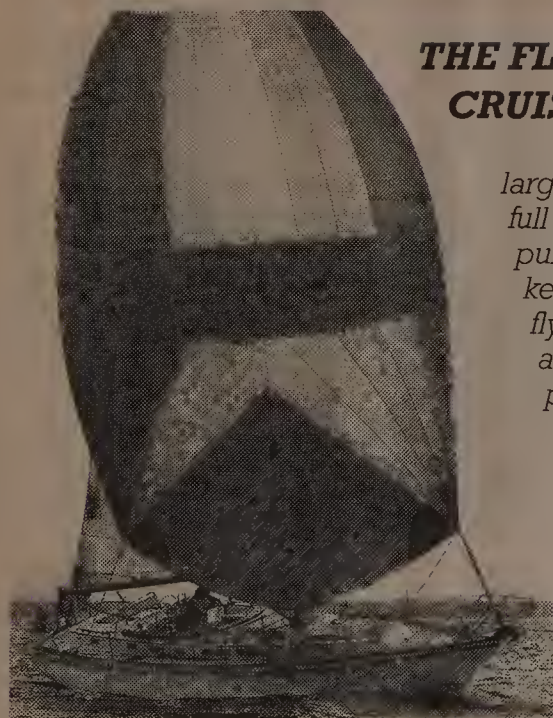
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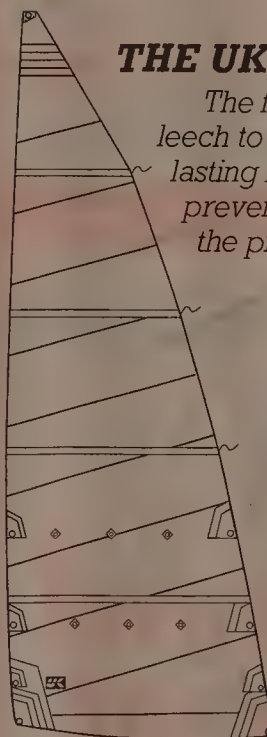
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LETTERS

On behalf of potential participants in next year's event, you have our sincere gratitude for 1) choosing the dates of next year's event well in advance, 2) choosing dates that will also allow active cruisers to participate in the popular St. Paddy's and Banderas Bay Regattas on the mainland and still be able to mosey up to La Paz for Race Week; and, 3) for your agreeing to head up the event again next year. This spring numerous people who wanted to attend the event and even one watermaker company that wanted to co-sponsor it contacted us for further information about the event. We not only didn't have any, we couldn't even tell them who to talk to, or when the event was to be held. We know that the casual life is a major attraction of cruising Mexico — nonetheless, lack of even the most basic organization has hurt Race Week.

Although Latitude founded Sea of Cortez Race Week, we heartily agree that the name is misleading and should be changed. We nominate Sea of Cortez Sailing Week as a possible alternative. It wouldn't deprive the event of its racing connotation since Antigua Sailing Week, after which we modeled Sea of Cortez Race Week, is one of the biggest racing events in the world.

Because Race Week holds such a dear place in our hearts, we'd also like to comment on the good and the bad aspects of the Club Cruceros having taken over as sponsor.

As we see it, the reason the first couple of Race Weeks — then nicknamed 'Baja-Haha' — were so dynamically fun is because the participants themselves were. Virtually every participant was an active cruiser and was thus leading adventurous lives and had many fresh experiences to share. But ever since the Club Cruceros took over, it's been much more of an inbred event for locals, many of whom haven't cruised or even owned a boat in years. Little effort has been made to attract 'new blood' in the form of active cruisers, as event dates weren't publicized, no effort was made to see that dates didn't conflict with other events and promised stories were never written.

The result is that while Race Week is still great fun, it misses the vibrant magic that made it so special in the early years. As we see it, that's one of the major reasons participation in Race Week has plummeted from a high of around 230 boats to a low of 90 boats. During this same time period Antigua Sailing Week has nearly quadrupled in size to 250 boats.

The good thing about the Club Cruceros having become the sponsor is that at least there's been an inkling of continuity to the event. With the other local sponsors having dropped by the wayside, the event would surely have died had it not been for the Cruceros. And it's also true that the Club Cruceros events have provided a lot of pleasure to hundreds of people, including those who've swallowed the anchor in La Paz and active cruisers.

We at Latitude offer both you, Don, and the Club Cruceros best wishes for an even more fun and successful event in '95, and we hope you'll pay special attention to the potential participation and contributions of active cruisers. As for us, we'd be delighted to help publicize the event, no matter what it's called.

WHAT A BOOB!

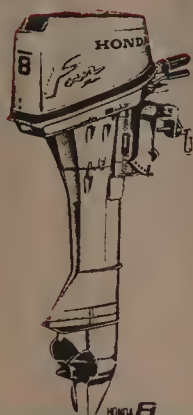
During the past year, quite a few women have written to Latitude indicating they believe that all men are transformed into 'Capt. Blighs' once they step aboard their boat. But maybe it's just the human condition and women, had they the chance, would do just the same.

I base my hypothesis on a startling *Wall Street Journal* article in which it was disclosed that Nance Frank — who'd been skipper of the all-women's Heineken in the first leg of the Whitbread Around the World Race — had offended some of her crew by prohibiting them from sunbathing nude.

Frank didn't deny the accusation. "OK, I'll admit that I'm a prude," she told the *Journal*, "but my position is that at sea you have to have enough clothes on to keep your body safe. That means something you can attach your knife to. And for women, a top."

What's she think, that a tank top would keep a girl's nipple from

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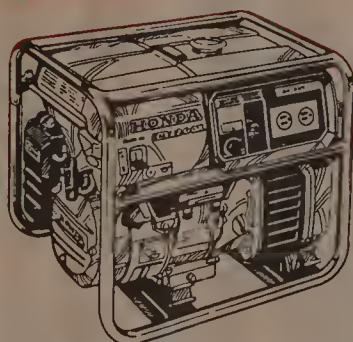
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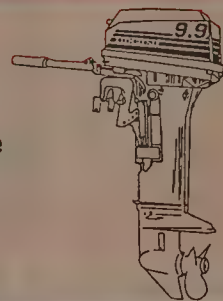
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LETTERS

getting caught in a self-tailer? Then again, maybe the nudity distracted Nance and she couldn't keep her eyes on the telltales.

No matter, as I'm forced to conclude that Frank is not only intolerant of the freedom of others, but discriminates against women based on their anatomy. Small wonder there was a mutiny after the very first leg and she was tossed from her own project. But who knows how many other women skippers would have been just as 'Bligh-like'?

I have renewed respect for male skippers, for if nothing else I've yet to meet one who has objected to females sailing topless or nude.

Buffy

Mitchell Brothers Cinema
San Francisco

THE GRITTY PAGES OF LATITUDE

I'm sure we can all grieve for 'Name Withheld' of Antioch, whose wife of 33 years refuses to even share a portion of his dream.

Not to minimize the problem, but what makes this whole situation ironic is that 'Name Withheld' most likely spent a considerable sum on psychoanalysis before finally turning to the free but definitive source for a solution: *Latitude* 38.

In the gritty pages of *Latitude* is the answer that his psychologist — had he (or she) any balls — should have given him in the first place: Get the hell out of there and live life to the fullest while you have the opportunity! I say 'amen' to that advice, cuz I've been there, too. Follow your heart, brother!

P.S. Our office was able to help my pal Carol Post, formerly of the Waterfront Postal Center, sell her Islander 37 so she can pursue her dream.

Chris Borden
Island Yacht Sales
Honolulu

Chris — Thanks for the kind words, but we certainly don't consider ourselves the "definitive source" of anything. We simply write about the good and bad experiences people have sailing, throw in an occasional two-cent opinion, and let readers respond as they wish.

We'd never make the claim that sailing or cruising is the answer to anybody's problems — it isn't. Nor would we claim that everyone would enjoy sailing — they don't. Sailing and cruising are merely one of life's options that bring a small segment of the population pleasure, satisfaction and — from time to time — misery. Just because sailors are more fun, interesting and adventurous than the non-sailing population shouldn't count for anything — unless you care about those qualities.

SUSTAINING SEVERE WINDS

We recently had an interesting experience while delivering *Absolute* 88, a semi-custom Wylie 37 footer, from Santa Barbara to her homeport of Santa Cruz. Our departure from Santa Barbara on May 30 couldn't have been under better conditions: a light southwesterly, flat seas and a good supply of cookies. Accompanying me were three friends, Andrew Hogan, Mic Podorson and our Junior Commodore, Mike Loesch.

As we motorsailed around often nasty Point Conception just after lunch, the seas were still flat and there was just a slight wind from the northwest. Similar conditions held until we tied up in Morro Bay at 0230.

When we departed the next morning at 1000, we expected the weather to be about the same, a notion that was confirmed by our 'weather box'. We enjoyed lunch off Cape San Martin and dinner only about 25 miles south of Pt. Sur. About then the wind began to freshen, so we got the reading for the rounding of infamous Pt. Sur.

Absolute displaces 9,626 pounds, making her a semi-ULDB, and has a 7/8's rig and typical fin keel. Our IMS certificate calculates the limit of our positive stability at 124.9 — a number I appreciate more



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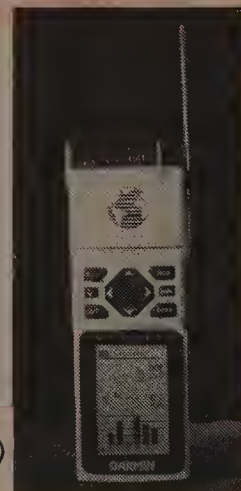
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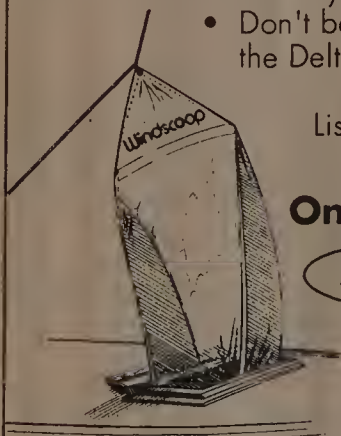
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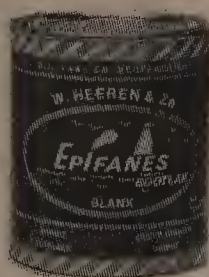
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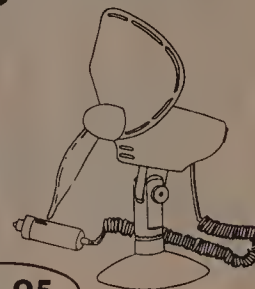
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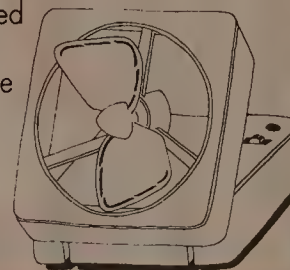
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LETTERS

every time I remember that night.

It was about 2000 that the first serious blast of wind hit us. We continued on until we figured it was best to strike the main and replace it with our smallest sail, the number 4 jib. I figured we could reach off, making a at least a little ground to weather until the wind abated.

We were sailing along under good control, although both Andrew and I were very wet from the breaking seas. Mic and Mike stayed below and tried to stay warm and dry. We continued to close on Pt. Sur, although slowly. In fact, we got to within 18 miles of Sur when the jib was blown off the boat.

This happened when a gust hit us and caused the wire jib halyard — replaced less than a year ago and recently inspected — to part 18 inches from the head. As a result, the jib came out of the luff, the tack blew off and the sail was in the water. Grabbing the jib sheet, we were able to haul it back aboard.

By this time it had become very windy. Even without looking at the instruments, I knew it was a solid 30 with even higher gusts. We hadn't planned it, but we found ourselves lying ahull. So we tied the tiller a little to leeward, secured the hatch and drop board, and went below. Another alternative would have been to run off. But that meant losing all those miles we'd made to weather. Besides, other than bouncing on every wave, the boat seemed content. Further, lying ahull gave Andrew and me a chance to warm up.

As the night wore on, we alternated watches with Mic and Mike doing the lion's share, peeking out every five to ten minutes to look for traffic. When we saw another vessel, I'd go out into the cockpit into the cockpit, start the engine, untie the tiller, and do a 180° turn.

I hoped and prayed that the wind would abate with the approach of dawn so we could resume making progress north. At 0600 I discussed a plan with the crew that would hopefully give us better progress. We'd hoist and double reef the main and crank up the engine in order to try and motorsail north. During the previous eight hours of lying ahull, we'd drifted back five miles, which wasn't really that bad. It meant we were now still just 23 miles from Sur.

Mic stayed below as we motorsailed and gave us GPS range and bearings updates to Sur every 15 minutes. It didn't take long to discover we weren't making much progress to weather. The combination of large, steep and confused seas and 30 to 40 knot winds were just too much.

By 0830 we'd made a grand total of three miles 'motorbeating'. At that rate it would have taken us all day to make 20 miles — and we still wouldn't be able make Pfeiffer Beach to anchor! We had no choice but to find a safe haven, and the nearest one we could reach was back at Morro Bay. So we shut off the engine and set a new course back south. Despite having our three-blade cruising propeller on, it was 'surf city'.

When we finally made it to Moss Landing a few days later, we ran into the crew of *Promotion*, West Marine's Santa Cruz 40. It turned out they'd been in the same area as we the night the wind blew so hard. The only difference was that they'd turned and run off long before we did. They told us their instruments constantly read 30 to 40 knots and recorded a high gust of 70 knots.

What did we learn? 1) A well designed and built racing boat — thanks Tom — can withstand severe winds; 2) Lying ahull works well for fin keel boats, too; 3) When all else fails, run off; and, 4) Keep calm and thank the Lord for his protection.

Keith MacBeth
Santa Cruz

⚡TAKING NOTHING FOR GRANTED

The recent photographs of sheared rudder posts in *Latitude* has caused a telephone overload situation for my surveying business. Thank you for alerting sailors to potential disasters.

Respecting the confidential nature of marine surveying, I write with permission and encouragement of one of my clients, Andy Eggler of

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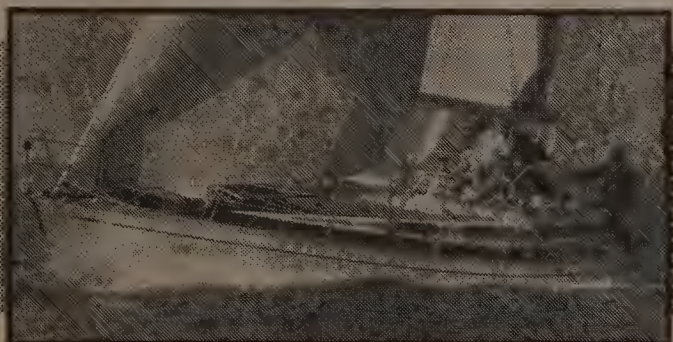
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The more actively raced Swan 46 on the Bay, *Razzmatazz*, sold to a Southern California client last month, returning to its former home waters. The new owner's Swan 42, *Kookaburra* (featured below) is looking for a new place to race. It's in immaculate shape, and won its last Swan Regatta in Long Beach.

Sincerely,
George E. Steinemann



SWAN 42 KOOKABURRA (1982): A tall rig version, with 7 new racing sails, '93 running rigging, and 3-way hydraulics. Also, furling jib, 12/110V refrigeration, heating, and many cruising sails. The decks and interior varnish have been beautifully detailed, and the topsides look new. Located Marina del Rey, \$210,000.



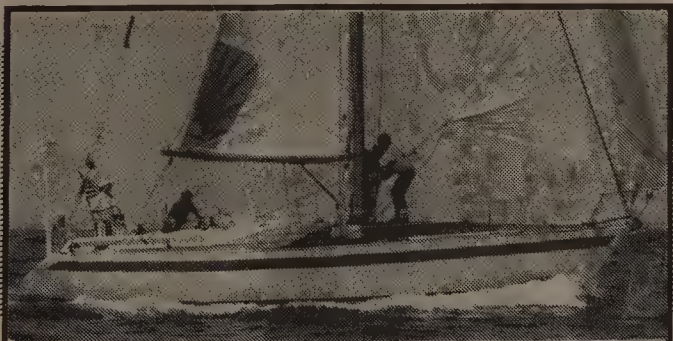
SWAN 43 MAHEALANI (1969): New fiberglass nonskid decks, updated winches, new interior upholstery and varnish. Long Beach, \$92,500. **FREE SPIRIT (1972):** Newly painted topsides, gorgeous teak decks, recent engine and updated interior, furling headstay. Marina del Rey, \$105,000.



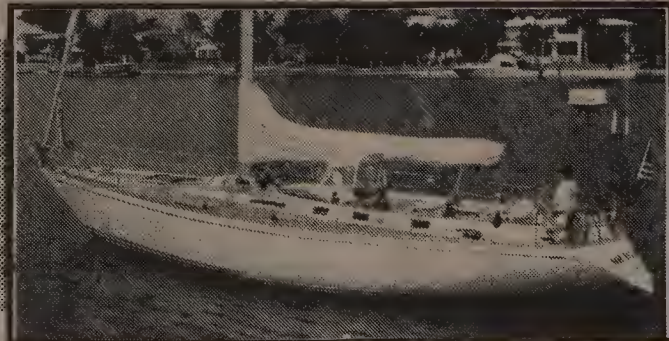
SWAN 59 PERSEVERANCE (1985): Frers model, specified for both racing and cruising. Generator, watermaker, scuba compressor, and both racing and cruising sails. Dark blue hull, teak decks, located San Francisco. \$795,000.



SWAN 51 CYGNUS (1982): An incredible value with nearly perfect teak decks, upgraded winches, a low-hours engine, and full cruising equipment. This boat has been babied for years, sailed only locally, kept under full cover, and shows extremely well. Located San Pedro, CA. \$360,000.



SWAN 39 TALARIA (1978): A clean, exceptionally well-equipped yacht with radar, 3'91 North racing sails, furling headstay, refrigeration, custom double berth forward, newly varnished interior. Owner wants to sell immediately. Long Beach, \$115,000.



SWAN 47 ZEPHYR (1979): Highly upgraded with new linear polyurethane topsides, watermaker, leather upholstery, SSB, GPS, Heart inverter, and new Perkins 4-236 diesel. Upgraded fuel capacity to 100 gallons. San Diego owner wants offers for this exceptional Swan.

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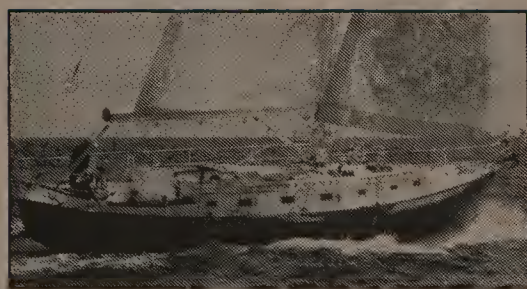
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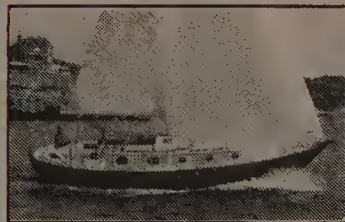
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LETTERS

Sausalito. When this issue of *Latitude* hits the streets, Andy, his wife and friends will be making final preparations to race his 1978 Cal 39 Mk II *Coracle* to Hawaii in the West Marine Pacific Cup.

Concerned that his rudder may imitate the one aboard *Sola*, the Cal 39 singlehanded by Ornaith Murphy around Cape Horn, it was decided as part of the pre-race survey to drop the rudder and inspect the shaft. After 16 years, it was also time to replace the shaft bearings.

With help from the guys at the Sanford-Wood Boatyard, the rudder was soon on the hard. I immediately went to work with a small stainless steel brush, removing years of built up bottom paint from the small area of shaft that had been exposed to the swipes of bottom paint during years of haulouts.

A series of crevice corrosion pits roughly 1/8-inch deep and round were discovered in this area. Spaced approximately an equal distance apart from one another, in total they covered more than one third of the annular area of the shaft for about half an inch where it emerged from the fiberglass blade. As this shaft transmits all the rudder torque loading to and from the helm station, and as the 3 1/2-inch diameter rudder shaft is a hollow pipe with a 3/16-inch wall thickness, it was cause for concern.

Initially we considered X-raying the shaft of the blade to check for broken structure within, however eight bells had already sounded and Andy opted for a new rudder. Bob Walker of Foss Foam Products in Clearwater, Florida, has the molds for the skin and built the new modified rudder with a 3/8-inch thickness. Although Foss used a 304 grade stainless steel, 316 (weaker in tensile strength) could be used for improved corrosion resistance as the heavy wall thickness will more than compensate. In any event, it's many times stronger than the original.

The cause of damage to Eggler's original rudder — and many others — is nothing new. There are reasons and preventive measures to halt or slow the problem of corrosion.

Corrosion is prevalent in this area as it is in or near the 'splash zone', which is where saltwater and oxygen, the bane of even stainless steel, often meet. Waves slapping on the transom oxygenate the water just like a bubble pump in a fish tank. Add to this a weld nearby and you have the perfect recipe for disaster. This is especially true if water leaks inside of the rudder molding, which often happens over time due to differential expansion rates of stainless steel, fiberglass and the closed cell polyurethane foam that fills the blade. Water can also leak in as a result of shock loads from collisions, which cause cracks in the glass fiber. The way to test this is to drill several holes to check for moisture in the rudder when the vessel is hauled. These holes can be filled with epoxy and glass if the foam is found to be sound and dry.

It should also be known that when stainless steel is welded, its molecular structure is altered around the area of the weld. In particular, carbon accumulates a short distance away from the weld, resulting in a brittle area. This can crack under heavy load in a worst case scenario, and cause immediate destruction of the rudder. If the crack isn't that bad, it might still be just enough for our foe the chloride ion — from the saltwater — to wedge itself into that little crack and go about its destructive business, which is acting like a tiny chisel and extending the crack or making a pit.

On *Coracle*, this was plainly visible as soon as the rudder was dropped. If, however, this same corrosion had occurred beneath the fiberglass skin, it may never have been detected. The only way would have been to strip the fiberglass off to clean metal and, if necessary, die test for cracks. In addition, the hollow pipe had been full of brackish water from the emergency tiller access, and while unlikely, could possibly have cracked from within.

What can sailors do in the way of preventive maintenance for the rudder shaft? Start by making sure that the rudder shaft and armature are bonded to the vessel's system or has its own zinc. This is paramount. If the stock is hollow, keep it dry inside. The Coast Guard fills their rudder shaft voids with fish oils, although this may be incompatible with the foam core of a rudder. So don't try it unless the

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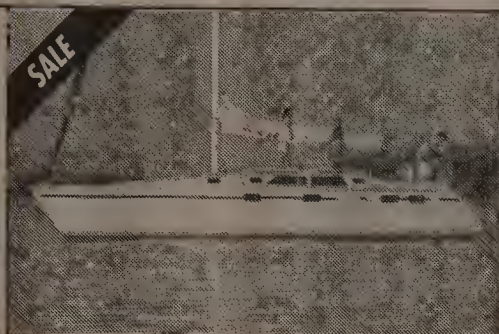
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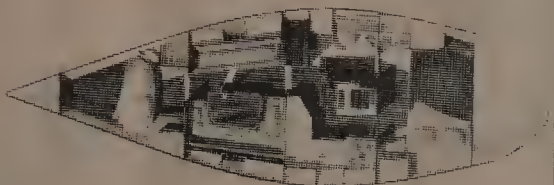
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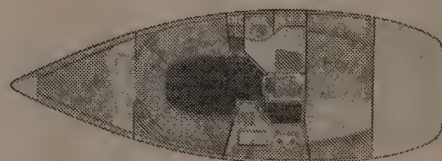
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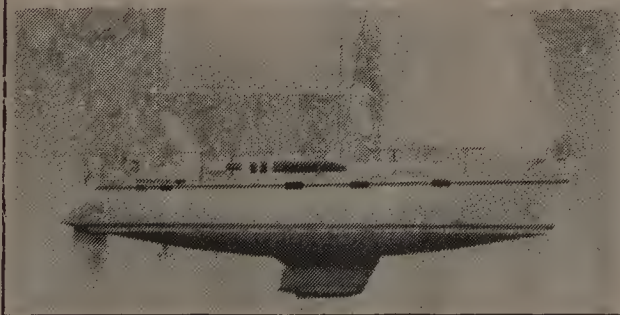
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LETTERS

foam is isolated by the structure. If the rudder is dropped for inspection and found to be in good shape, polish out any scratches to a mirror finish. If extensive corrosion is found, the only real cure is replacement. Corroded stainless steel will not readily weld, and attempts to will often weaken the structure.

Above all, take nothing for granted such as 'she's an older boat and consequently overbuilt'. The peace of mind derived from knowing things are as mechanically right as they can be will give you the proper rest off watch to enjoy more important issues — such as rolling down the trades!

Mike Wilson
Sausalito

Mike — Don't let Egger read this month's Changes from Snow Dragon until he gets to Hawaii. You wouldn't want to worry him too much!

WELDING HAS ITS LIMITATIONS

On page 181 of the June issue you published a photo of yet another broken rudder shaft. Do people ever wonder why rudder shafts always seem to "break at the weld"? There are some very good reasons.

First of all, unless a rudder shaft is oversized, it shouldn't have a weld around the circumference. This is because the bending and twisting loads tend to build up in the weld area as opposed to being distributed evenly along the length of the shaft.

Second, welding changes metal. A stainless weld bead is more brittle than the rest of the rudder shaft. But even more significant, the 'heat affected zone' right next to the weld is much weaker than the rest of the shaft. If you review photos of rudder shafts with 'broken welds', you'll find that they don't break at the weld itself, but right next to the weld.

A rudder shaft can be built or repaired by welding, but only if a correct internal sleeve is used. Some aluminum masts are spliced together in this same fashion. So if your rudder breaks, don't just have someone 'weld it back together' and expect it to work. Welding is both an art and science, and it also has limitations.

Pacific Marine Engineering
Sausalito

DETAILS ON THE RACE

A cruising acquaintance recently gave me three copies of your magazine, which I've found to be informative and enjoyable.

My racing experience has been limited to foredeck on Schock 35s. I crewed steadily for two seasons and part of a third.

Before I sign up to crew on a boat, I try to find out as much as I can about the racing the skipper likes to do. In the *Latitude's* March Crew List, the owner of a 50-ft schooner listed himself as looking for crew for the 1994 Pacific Cup. Before I call the owner of the boat, I'd like to know more about this race.

I've tried calling the Southern California Yachting Association and some of the yacht clubs here in Long Beach, but nobody seems to have any information on it. Can *Latitude* help steer me in the right direction?

Mike 'schooner foredeck man wannabe' Schmidt
San Diego

Mike — Of course, we can help. Simply turn to the Pacific Cup Preview in this issue. We'll also have detailed coverage of the race in both the August and September issues.

If you've been sailing for three seasons and aren't aware of the West Marine Pacific Cup, now the most popular race from California to Hawaii, you haven't been reading the right sailing magazines.

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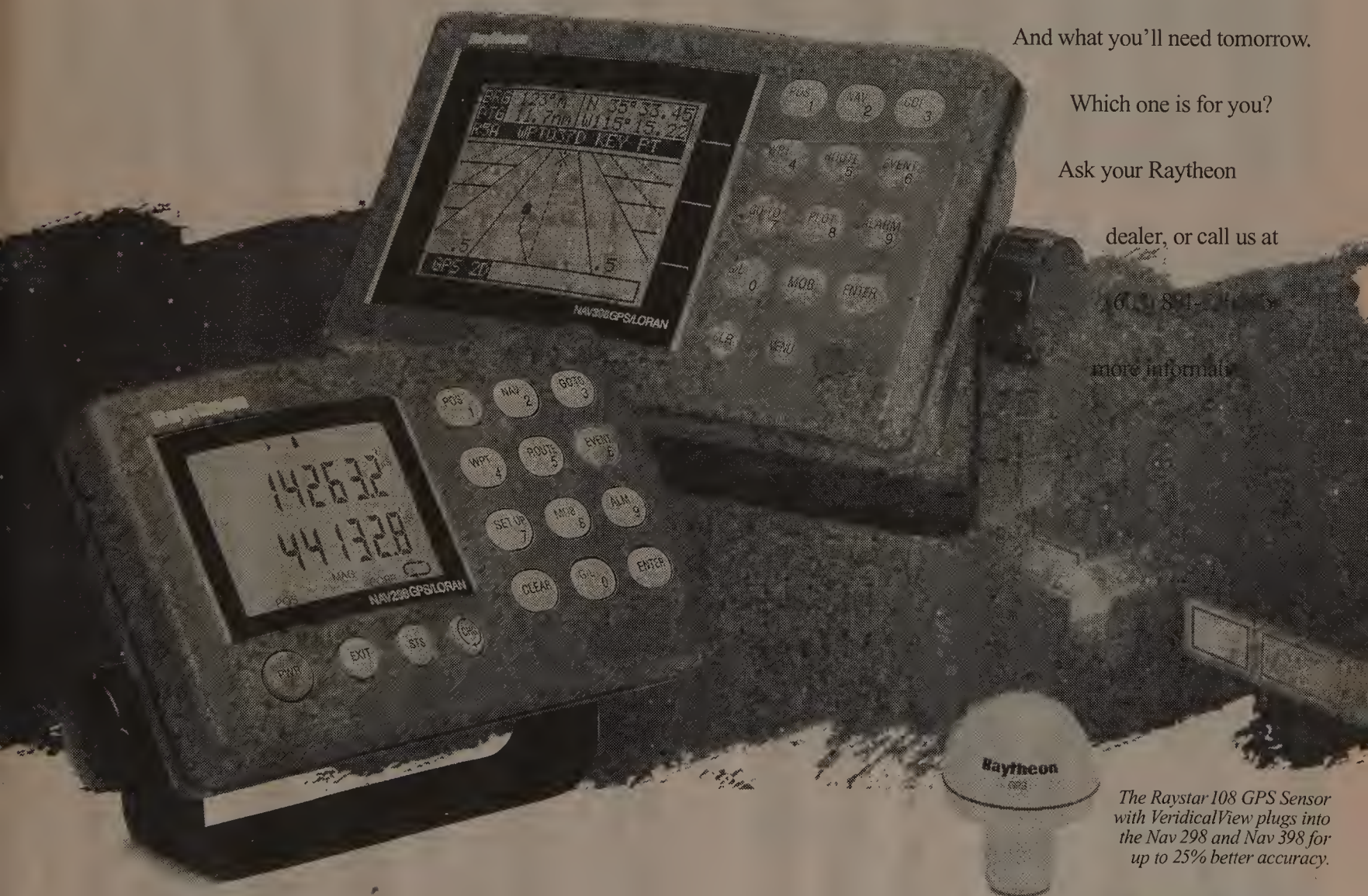
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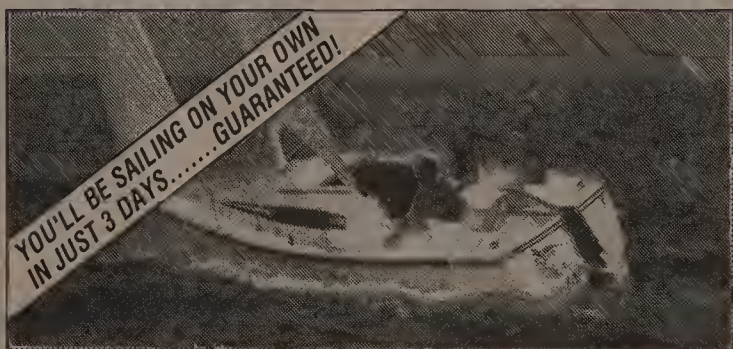
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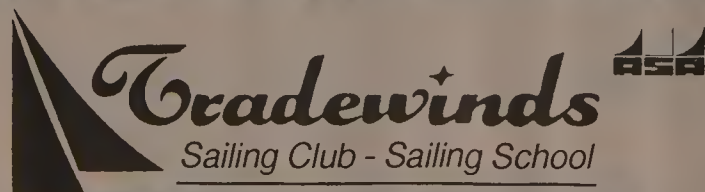
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LETTERS

east of La Paz, our bilge pump suddenly came on. We had a leak. We discovered it was caused by a 3/4-inch steel nipple, which had been improperly installed between the thru hull and the shut-off valve, rusting off.

We grabbed one of the soft wood plugs we carry specifically to jam into thru hulls in an emergency. Positioning the dinghy next to the thru hull in question, we attempted to hammer the plug in. It didn't work because the plug was rotten! We finally had to carve down a larger one to fit, which enabled us to make it to the closest anchorage and get the nipple replaced.

The plugs have been in the bag we bought them in, waiting in our emergency locker for the five years we have been cruising (left Port Sonoma '89 for Alaska). *We will keep our next plugs well oiled.*

Hi Hopes is a pilothouse 33 motorsailer, for us the best of both worlds. Everyone cruising motors more than anticipated. We have the time to watch our weather and only do coastal cruising. 95% of our time is at anchor where we enjoy our 360° view.

When we get a new, to us, *Latitude 38*, it's as exciting as catching a dorado — it happens about as often too! We divide the mag in half by loosening the staple so we can both read it!

Sure enjoy Ray Jason's articles, he writes as well as he juggles. Met Big O's Kay and K.C. in Tenecatita, super people!

P.S. We are chartering a Nordic tug out of Juneau, Alaska, this July. We'll let you know how it goes.

Gene and Dorothy

Hi Hopes, 33-ft motorsailer
Isla Salsipuedes B.C.N. Mexico
formerly Willits, California Norte

⇓⇓YOUR ANONYMOUS NAPKIN SCRIBBLER

Your response to Ken Hart in the June *Letters* shows a lapse of perspective as well as literary taste. In it you cite some rather sophomoric verse which suggests that for "Name Withheld in Antioch" not to pursue his dream of cruising is tantamount to his not even living. If you are going to give such advice — which seems arrogantly presumptuous — at least you should acknowledge the contrary experience of many men who were wiser, more talented, and probably more adventurous than your anonymous napkin scribbler. These men concluded that there is more to living than simply piling up experiences.

The great sea writer, and one time soldier, gun-runner, and merchant sailor, Joseph Conrad, said in a letter to Edward Garnett that his overwhelming memory of his years at sea was one of "stupefying boredom". In *Youth*, he also wrote:

"Between [those who began life in the merchant service] there was the strong bond of the sea, and also the fellowship of the craft, which no amount of enthusiasm for yachting, cruising, and so on can give, since one is only the amusement of life and the other is life itself."

To use your own metaphor, cruising is merely one of the non-sustaining 'garnishes' of the banquet of life, not the main course. In *Notes on Life and Letters*, Conrad wrote:

"The mere spirit of adventure is no saving grace. It is no grace at all. It lays a man under no obligation of faithfulness to an idea and even to his own self. . . There is nothing more futile under the sun than a mere adventurer. He might have loved at one time - which would have been a saving grace. I mean loved adventure for itself. But if so, he was bound to lose this grace very soon. Adventure by itself is but a phantom, a dubious shape without a heart . . . For the great mass of mankind the only saving grace that is needed is steady fidelity to what is near to hand and heart in the short moment of each human effort."

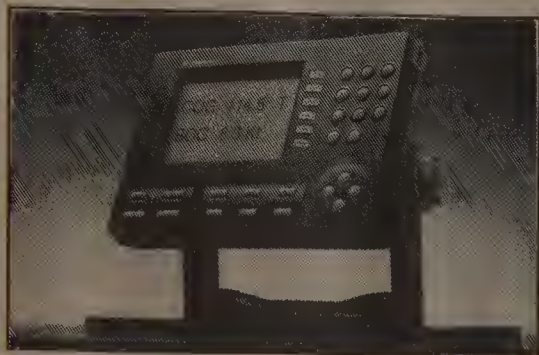
Or consider the following lines from *The Men That Don't Fit In* by the Scottish adventurer and poet of the Yukon, Robert Service:

*There's a race of men that don't fit in,
A race that can't stay still;
So they break the hearts of kith and kin,*



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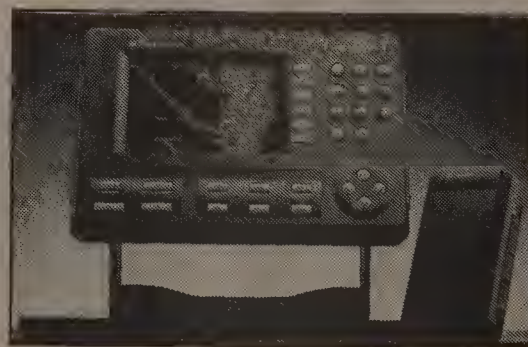


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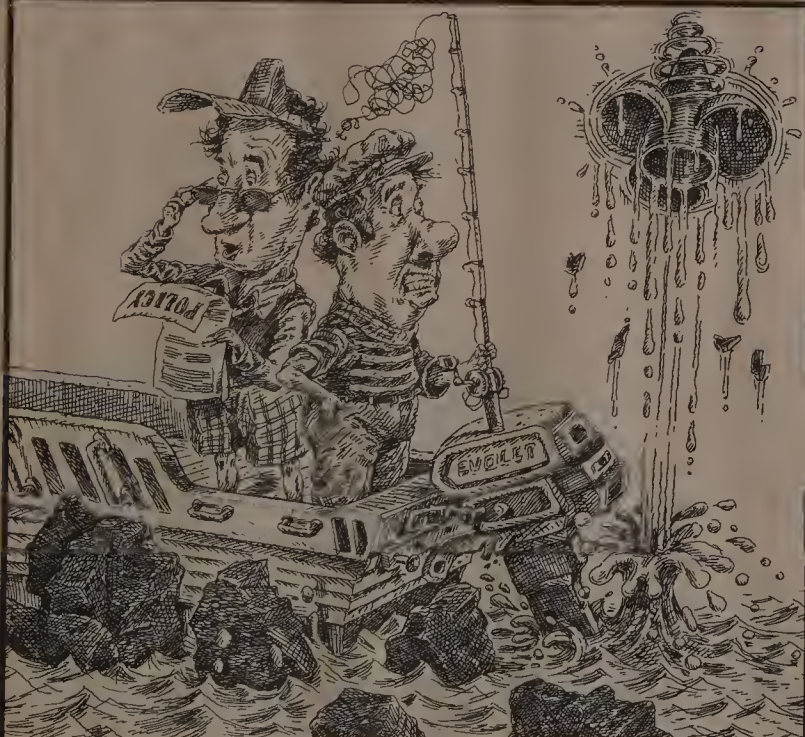
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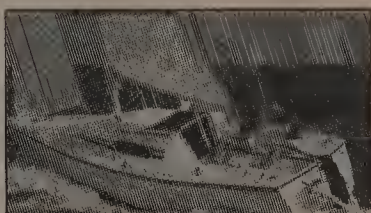
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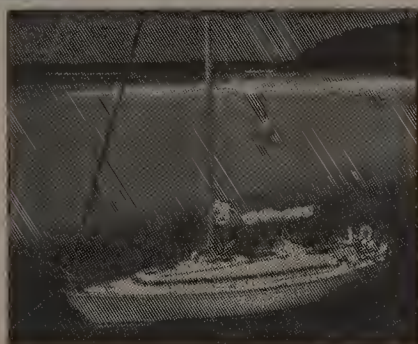
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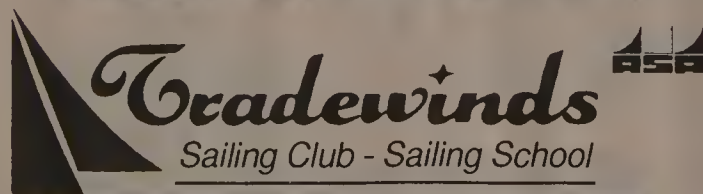
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LETTERS

And they roam the world at will...

*They say: "Could I find my proper groove,
What a deep mark I would make!"*

*So they chop and change, and each fresh move
Is only a fresh mistake.*

*And each forgets, as he strips and runs
With a brilliant, fitful pace,*

*It's the steady, quiet, plodding ones
Who win in the lifelong race.*

*And each forgets that his youth has fled,
Forgets that his prime is past,*

*Till he stands one day, with a hope that's dead,
In the glare of the truth at last.*

*He has failed, he has failed; he has missed his chance;
He has just done things by half...*

And how about the words of Herman Melville, one time whaler, merchant seaman, and fugitive castaway in the Marquesas who, in a letter to Nathaniel Hawthorne, wrote:

"For now . . . I have perceived that in all cases man must eventually . . . shift his conceit of available felicity; not placing it anywhere in the intellect or the fancy; but in the wife, the heart, the bed, the table, the saddle, the fireside, the country. . ."

Whether or not your anonymous correspondent should forsake his dream of sailing to faraway places is his decision, and I can't imagine why he would write to a sailing magazine for advice. Statistically, I would say that he is at least as likely to be disillusioned in pursuing such a dream as disappointed by abandoning it. But, in any event, his dream hardly qualified as the spiritual imperative you want to make it. The actual experiences of others who have followed the same dream, as well as the wisdom of many renowned adventurer-artists, and critical observers ranging from Plato to Shakespeare, contradict your pop-Romantic idea that a life is measured by its appetite for the "magnificent banquet of experiences". Perhaps you've been watching too many Nike commercials.

Except for those of you who make a living from it, sailing is just a pastime. When you maintain this perspective — as you usually do — *Latitude* is a refreshing and important voice in the sailing world.

Charles Bennett
Peregrine
Alameda

Charles — What's the big deal if the guy from Antioch wanted to 'bounce around' his dilemma with us and our readers? The price was right and he got a variety of pro and con opinions from people who've tried what he's thinking about doing. We're confident he knows none of us respondents are 'professionals' — such as those whose opinions so often seem to be swayed by whatever might sell books or bring an expert witness's fee in a courtroom.

It's also worth noting that all the gentlemen you mentioned lived in an entirely different world than we do, a world in which being physically separated from loved ones usually meant being totally separated and with little possibility of quickly easing that condition. Welcome to the '90s, Charles, in which we have reliable international phone service, fax machines, ham radios and jet planes. A world in which it's increasingly possible — and common — to cruise for six months and then work for six months — and continue in that way indefinitely.

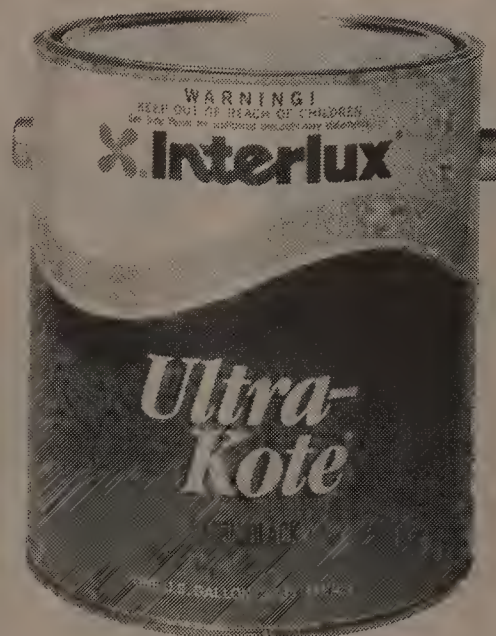
If Conrad and Service were alive today, do you honestly think they'd be 9 to 5 drones who watched *The Today Show* in the morning, Roseanne at night and shopped at Costco on Saturdays? We'd like to believe they'd turn their backs on the excessive plasticity of First World life for one periodically peppered with adventure.

And gosh-oh-golly, suppose Mr. Antioch decided to go cruising and discovered that he didn't like it? He sure wouldn't want to take that risk, would he? It reminds us of when we first proposed starting this magazine. A lot of people told us we were foolish and that we'd

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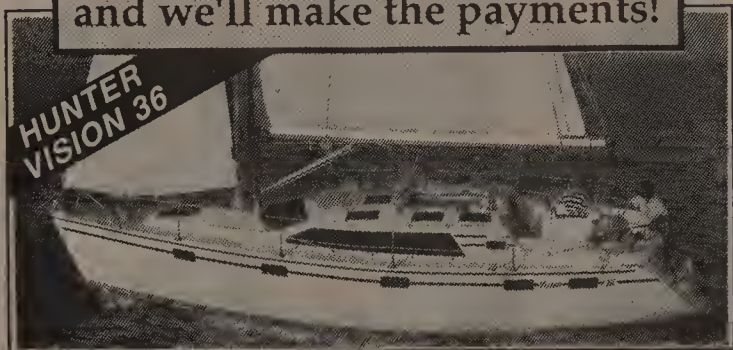
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LETTERS

be better off with a nice secure job. But a couple of others said, 'Try it — what do you have to lose?' Thank goodness for that latter group, for without their encouragement we wouldn't be able to torment tens of thousands of intelligent people each month with our dilettante opinions.

HE'S NOWHERE TO BE FOUND

During the Vallejo Race there was a photographer in a small powerboat taking photographs of the racers. That evening he set up a table at the Vallejo YC and offered to sell his photos to boatowners.

The run up to Vallejo was fantastic, particularly in San Pablo Bay where boats carrying spinnakers were frequently right on the edge. The shots the photographer took of my boat in San Pablo Bay were quite good. We finished well in the race because of the hard work of my crew. So I ordered a number of copies of the photos for myself with the intention of giving the crew shirts decorated with the photo.

Alas, the photos have not arrived and the photographer is nowhere to be found. Fortunately, he didn't require advance payment. Unfortunately, the order receipt was written on a standard form that does not have his name or address. I checked with the Vallejo YC, which gave me the names of a couple of photographers, but neither was the one I'd been seeking. During my search, I found other boatowners were also looking for this photographer.

Perhaps if you run this letter in the next issue a reader might know this person, or he himself might step forward. I still want the photos — and bet the others who placed orders do, too.

James W. Nuss

O'Day 27, *Summer Wind*
Walnut Creek

TREATED ROYALLY

I wanted everyone to know what a great experience my crew and I had at the Elkhorn YC on May 14. We were returning from an outing on Monterey Bay when we ran into unusually high winds, so we dropped in at Moss Landing. The members at the Elkhorn YC were extremely helpful and friendly — we appreciated the hot showers and warm accommodations!

In the last ten years I have had opportunities to visit many different yacht clubs on the West Coast as well as the Hawaiian Islands. The Elkhorn YC is easily one of the friendliest — we were treated royally!

P.S. My dad introduced me to *Latitude* many years ago. It's terrific reading . . . I always look forward to the new issue.

Andrew Gromeeke
Northern California

WHERE TO LEAVE IT WHEN IT GETS TOO HOT

I've been a reader of your magazine for many years and it has been of great help to me and I'm sure many others. Prior to retirement, we'd been planning to cruise to Mexico. So I avidly read everything written about it in *Latitude* and stored it all in my computer. In 1987 we finally went for a five-month cruise as far south as Las Hadas.

That cruise convinced us that we wanted more, so I avidly pored over new and old issues of *Latitude*, as well as the Seven Seas Cruising Association's *Commodores' Bulletins* for data on the South Pacific. All that, too, went into the computer. We subsequently spent two glorious years cruising as far as New Zealand. The information we had gathered was of great value and we have given copies to many potential cruisers.

We are again planning to return to Mexico. Our first time afforded us too little time in the Sea of Cortez due to our insurer requiring us to be back in U.S. waters by June 1. This time we plan to stay longer, and storing the boat for the two hottest months while we return home. Can you give us any advice on where to store the boat? By the way, she's an Orion 27. Our previous cruises were on an O'Day 37.

One of the letters in your April issue was from a cruiser whose

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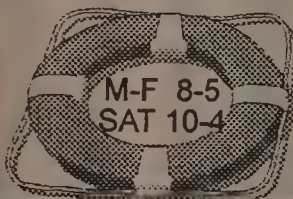
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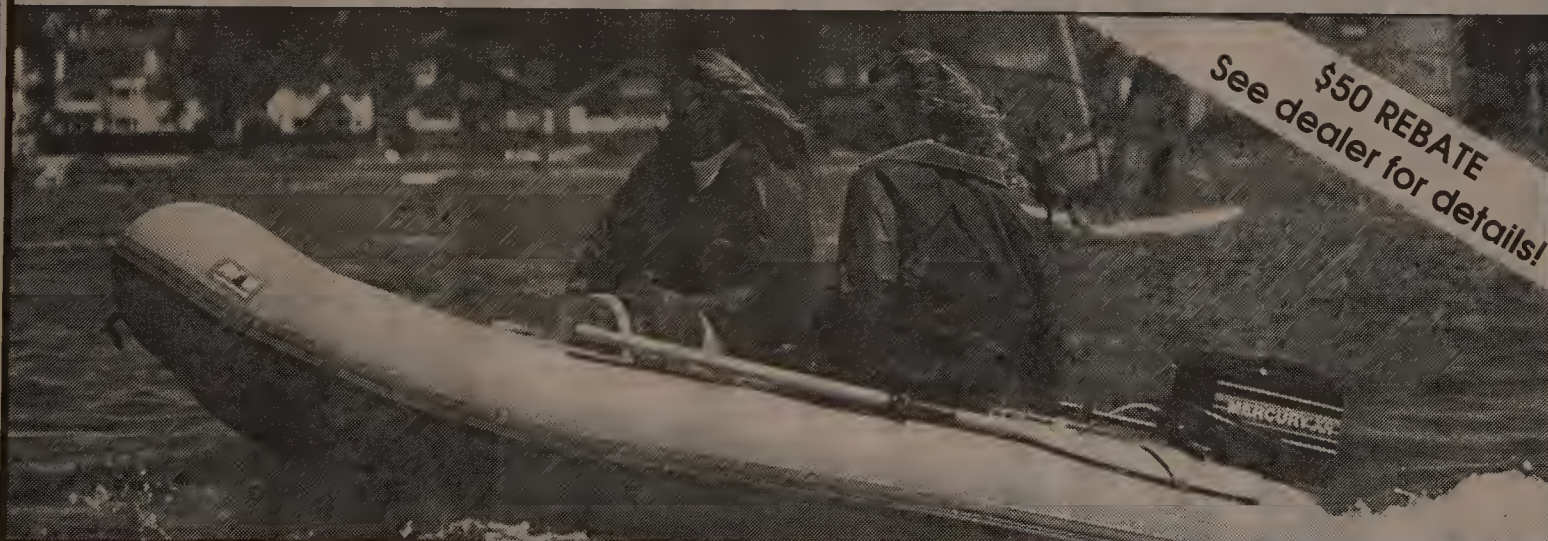
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LETTERS

radio tuner had shorted out. I would like to share a costly lesson I learned along those lines. Like many sailors with a ham or a SSB, I had an insulated backstay with the coaxial cable attached on both sides of the insulator. When my tuner shorted out, I did a lot of study and discovered that after two years the tape I had wrapped the coaxial cable had dried out and cracked, allowing water to travel down the cable a distance of almost 20-feet in order to short out the tuner. I hope this info will save someone else some trouble.

George B. Pichel
Dana Point

George — Glad we've been a help in the past.

There are several marina alternatives in La Paz, of course, but we suspect you might want to keep your boat a little further north. In years past, there have been boat-watching services in Puerto Escondido, but it's only semi-legal and some onhand observers has suggested people haven't always gotten the services they're paid for. A little further north at Conception Bay there's an informal group of cruisers who take turns watching each other's boats; you might get in on that.

But perhaps the best option of all is over at San Carlos on the mainland. While in San Juanico recently, the folks on the *Tayana 42* Wendy advised us that they stored their boat on the hard in San Carlos for \$70/month.

⇓ YOU BOUGHT A WHAT?

As with other readers in the past, I would be very appreciative of your opinion on something.

I'm soon be a first-time sailboat owner. I started sailing about three years ago and still consider myself to be a novice. Aside from sailing lessons, most of my experience has been on a friend's Cal 20.

Basically I'm looking for an older boat less than 22 feet — to keep the berth fees affordable. Even though I have to stay within a budget, I'm looking for a boat that is stable, that I can improve my skills on and that I can continue to enjoy for years. I have narrowed my choice down to three boats: a Cal 20, a Catalina 22 with a fixed keel, or a Santana 22 with a fixed keel. I haven't sailed the Catalina, but I like the extra room down below for overnights. I've sailed the Santana, but I didn't like the 'feel' as much as I did on the Cal 20.

Do you have an opinion on these designs — that you feel free to print? Or do you have a better recommendation? I'm writing this before I buy, so I can later write you a letter saying I'm the proud owner of X boat — and not get a 'you didn't buy a Clipper Marine XX', did you?!?

I know these are small boats, but as you said in a previous issue, the fun is what counts. Besides, a girl's got to start somewhere!

Chris LaRussell
South San Francisco

Chris — All three of the boats you're considering are good boats and were or still are smash hits in the marketplace.

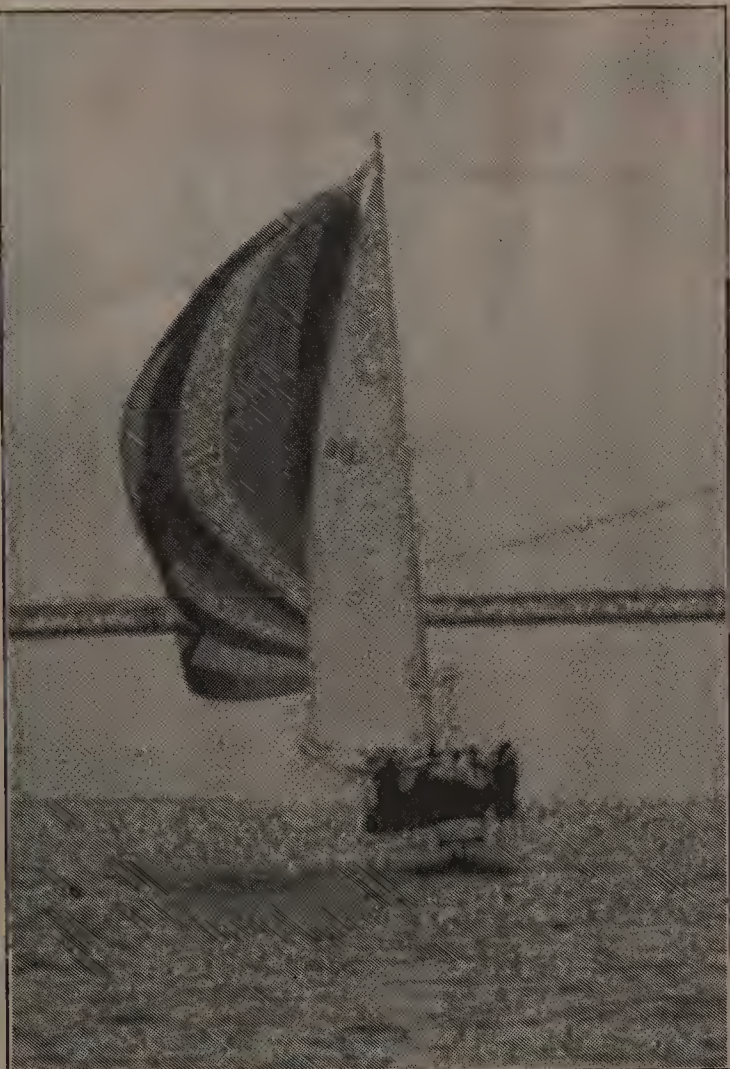
We'd give the nod to the Catalina 22 if you're more interested in overnight accommodations than racing or pounding upwind against a heavy Bay chop.

Cal 20s are great little boats that have enjoyed quite a revival in Southern California in recent years. While you can probably pick one up for less money than the other two, many have been pretty well thrashed by now.

The Santana 22 was designed and built for San Francisco Bay conditions by the late Gary Mull. She's probably the best boat for racing and heavier conditions. If you didn't like the 'feel' of the Santana you sailed, it's possible it was caused by a dirty bottom or blown out sails.

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Jennifer Gallear & Connie Chandler's *Fantasia 35 Cursor* in the 1994 Colin Archer Race — First in Class and Fifth to Finish.

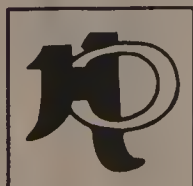
"Anyone going to light wind areas — most of the world — really needs a gennaker, and the bigger the better. It was the only thing that kept us moving and was also very easy to fly."

Jennifer has worked with us for the past six years, and this fall she and Connie are leaving on an open ended cruise. We will miss her a lot, but of course wish them both a wonderful trip.

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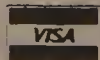
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PROFURL

LETTERS

Standard Communications, for help. After discussing the problem with a technician named Tim, the gremlin was identified as being in the impeller. Since I purchased the unit in 1985, it had been modified several times. Nonetheless, a replacement impeller was located and I received it two days later — at no charge.

Needless to say, I will continue buying Standard Communications products as the manner in which they took care of my problem was outstanding. Atta-boy, Standard Communications!

Bill Strong
Sacramento

⇓BIG TALENT POOL IN THE POND

Greetings from wind-free Seattle!

I can't tell you how much I miss the fun and games on the Bay: taking *Locomotion* to "periscope depth", the reach from *Harding* to *Blossom* in a flood, the rigid sphincter jibes at the *Demon*. Why is it we remember so fondly what scared the shit out of us at the time?

On another note, there is an increasingly active and competitive segment of the sailing community you have still overlooked: the radio controlled gang. They race on the pond at the Marin Civic Center most weekends (different fleets) and absolutely are not the plastic pocket protector crowd! Big boat names like John Amen, George Pedrick (Sr. and Jr.), Sam Hock, Mik Beatie, Gordon Miller, Hank Easom, Chris Baldwin, and J.D. Vincent are all there regularly beating up on each other. That's a big talent pool!

I know for certain that if you did make an appearance, they would provide you with a boat, cheerfully show you the controls, and then equally cheerfully kick your butt from one end of the pond to the other. As an added plus, you wouldn't have to risk sinking your photo boat again to cover the action (sorry).

Anyway, keep the news coming north, it sure is appreciated.

Ted Morgan
ex-*Locomotion*
Redmond, WA

⇓SLOW BURN

Help! I'm trying to convert my two burner with oven Shipmate kerosene stove to propane. But I've had no success in finding the remains of the Shipmate Stove Division of Richmond Ring Company.

Anyone having a conversion kit or knowing how or where I could purchase one can write: P.O. Box 2337, Yountville, CA 94599 — or call me collect at (707) 554-8825.

John
Yountville

⇓ALL THE GOOD THE HNWPS HAS DONE

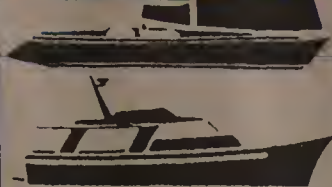
We were disappointed when we read the editorial comment to a letter appearing in the November 1993 *Latitude* regarding anchoring in Hawaii.

As one of the 'founding fathers' of the Hawaiian Navigable Waters Preservation Society, we can guarantee that you have *not* been "sandbagged" with any "grossly misleading information about the situation in the Hawaiian Islands".

In the seven years since we started a formal protest against the state's unfair campaign to restrict anchorage and liveaboards in Hawaiian waters, there have been many letters in *Latitude* and elsewhere documenting the problem. I am enclosing a recent article that appeared in *Boat/U.S. Report*. Conditions have not improved. On the contrary, Hawaii is more aggressive than ever, and conditions for those of us who pursue the lifestyle of cruising liveaboards continue to worsen.

Free Spirit may have had no problems anchoring in Hawaii, but one has to be aware of the facts: 1) The length of their stay was short — 31 days. 2) They anchored only in Manele Bay and Hanalei Bay, both open bays usable only in the summer and fall months, and both too remote to police. On cannot drop an anchor "unquestioned" in

EMS



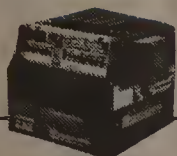
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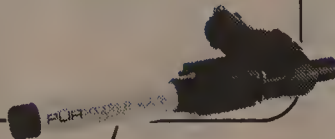
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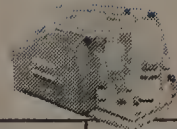
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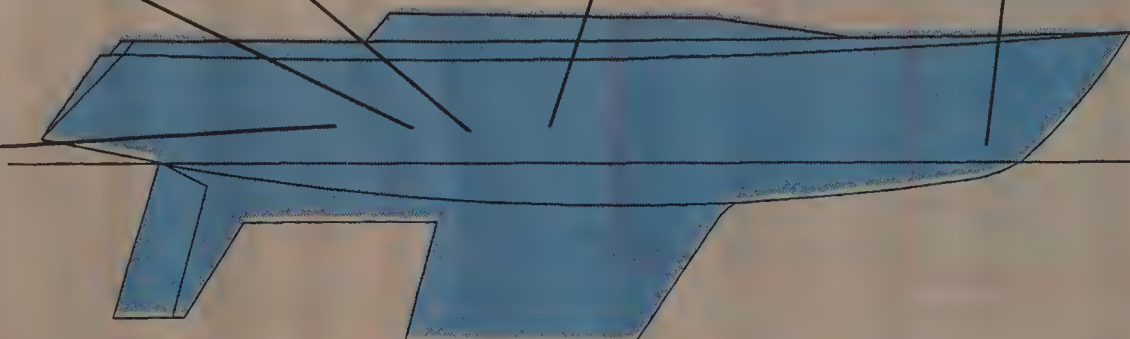
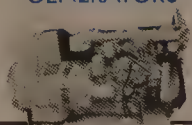
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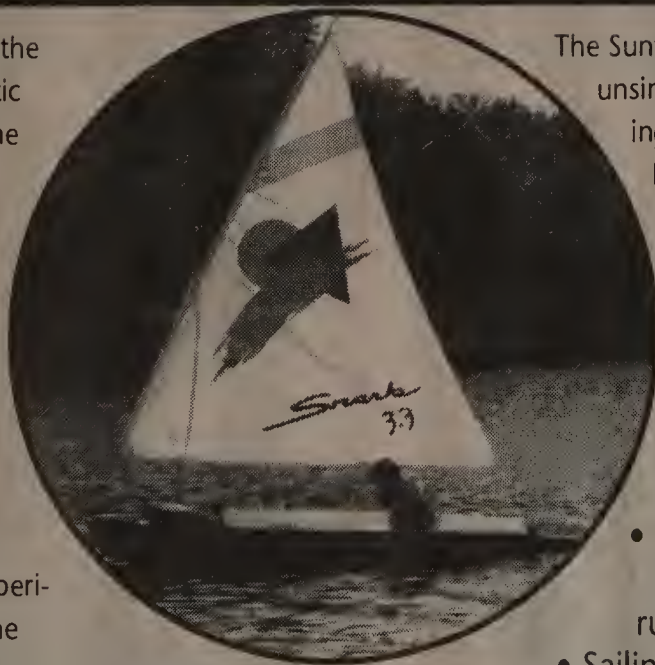
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LETTERS

any well-protected all weather anchorage — of which there are only a few in the Hawaiian Islands.

I don't think this one letter should put aside all the good that the HNWPS has done and still tries to do for the rights of boaters in Hawaii. The losses they suffer mean more restrictions for all of us serious cruisers in the years to come, depriving us of a way of life, anchorage and liveaboard privileges.

We have been cruising for 15 years, stopping only to refit and make money. We have been on our most recent 'leg' for 2½ years. Hawaii remains a home port to which we cannot return and live on the boat if we want to stay more than 30 days. Sad, isn't it?

We would be interested in any feedback from you folks and/or the readers concerning these issues.

Through these years we have always enjoyed *Latitude* — you have good circulation in the South Pacific. It's nice to know you're there!

Hans Regnery and Judy Coulter
Maluhia
Honolulu

Hans & Judy — In all sincerity, what are "all the good things" the HNWPS has done? We don't have a clue. All we've ever gotten from the organization is the alarmist claim that it's illegal to anchor anywhere in Hawaii for more than 72 hours without a permit — a claim that has proved to be without merit. Check this month's Changes from Romance and you'll know why we're convinced the HNWPS sandbagged us in the same bumbling way Hiliary Clinton sandbagged the American public about her supposed acumen as a commodity trader. In all honesty, the HNWPS's credibility with us will remain at about zero until they fess up to the fact that the liveaboard issue in Keehi Lagoon is an almost entirely separate from those facing active cruisers.

And exactly what is the HNWPS's platform? That anything that floats is a liveaboard vessel? That such vessels need not be navigable or have rudimentary safety equipment? That anybody who wants should be able to moor their 'vessel' anywhere they want, for as long as they want, for free? And that the state of Hawaii should be forced to provide as much space as is necessary to accommodate everyone who might want to homestead on the water? As best we've been able to deduce, that's the HNWPS position.

Our position is this: 1) Anchoring out, mooring and living aboard ought to be limited to navigable vessels with basic safety and anti-pollution gear. 2) Anchoring out ought to be free for somewhere between 30 to 90 days, after which there should be a modest fee — say \$1 to \$5 a day — to pay for the services being used and for the construction and upkeep of decent shower, toilet and pump-out facilities. 3) And that at some point there's a natural limit on the number of liveaboards an area can hold.

We're not disputing the fact that there all kinds of problems in some Hawaiian waters and marinas. Some of them are big ones and some have been caused primarily by either government officials and/or a bureaucracy out of control. For those looking for a long term liveaboard situation, the prospects are bleak — and made all the more so by semi-mariners who think the state owes each and everyone a free homesite on the water, and by certain individuals who don't own boats but nonetheless 'control' two or more berths in the Ala Wai.

As for active cruisers, the reports are that it's not bad at all. "We had no problem finding transient moorage . . . and despite the rumors, the Ala Wai Yacht Harbor was a 'it doesn't get much better than this' place."

⇕ COURTESY COMBINED WITH YRA ACTION

I would like to offer my apologies to the Newport 30 Olivia for our close encounter on Saturday, June 4. Had I realized you were not racing, I would have given you more room. I understand that non-racers are not as comfortable with close quarters as racers are, and that I should have made my intention to duck you more obvious. Our

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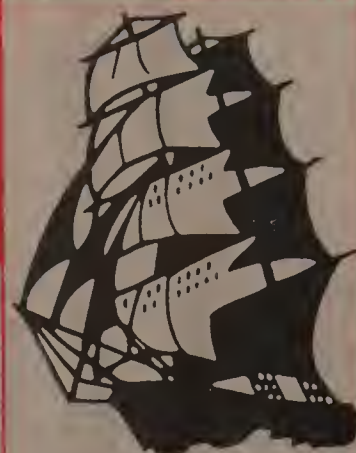
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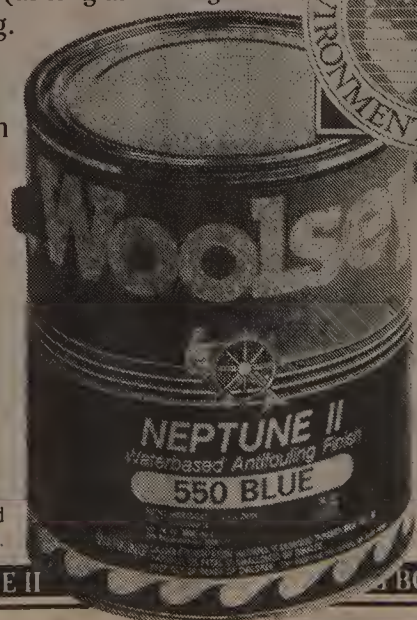
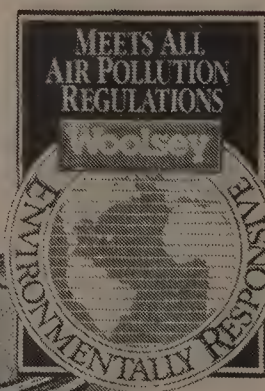
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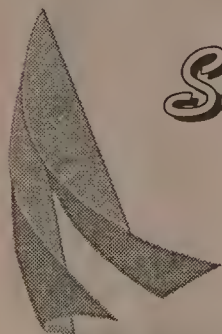
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LETTERS

encounter has made me want to take this opportunity to rehash some of the issues regarding right-of-way and racers versus cruisers.

First, I want to rekindle the proposal that racers should have some identifying symbol or marker on the bow of their boats. A day-glow streamer tied to the pulpit or a 4-inch orange vinyl dot on the bow would make it so easy for everyone to identify racers.

Second, I would like to suggest that cruisers and daysailors be willing to extend more consideration to boats racing on the Bay. Starboard tack need not be defended as aggressively as First Amendment rights. I've already admitted that, had I suspected *Olivia* was cruising, I would have bore away more. *Olivia*, on the other hand, could easily have altered course to duck what was obviously a close crossing. Given the number of the boats rounding the leeward mark in the vicinity, one might reasonably suspect that we were racing. To the daysailing *Olivia*, a 10-second delay in her course would have meant nothing. But to us racing, 10 seconds frequently means we drop back a boat at the finish of the race. Cruisers and daysailors should be aware of races on the Bay, and should extend consideration to anyone who might be racing. It's simply a matter of common courtesy.

I do not want to insinuate here that *Olivia* did anything wrong in our encounter. When she made the decision not to duck me, as starboard boat, she had the onus of holding her course. She didn't, but I understand that she made the last second evasive tack to avoid what the skipper thought was going to be a collision. My point is that some courtesy on everyone's part, combined with some action from the YRA to identify racers, will greatly improve the racing and cruising environment for everyone on the Bay.

Mark Wommack
Hippo
Alameda

Mark — We agree with you on both counts. If boats actively racing were more clearly identified, it would help in the prevention of close calls. As for daysailors giving way to racers, it's our standard policy. With a little planning, avoiding racers is easy and without cost. Years ago common courtesy is what separated man from the animals; we should all work at making that distinction a little more obvious.

⇓⇓HAVEN'T LIVED ON A HOUSE IN 33 YEARS

Enclosed is my subscription order for my good friend Cam's birthday on July 3. I hope you can get something to him in time, as it takes awhile for them to get here to Hawaii. But *Latitudes* are worth it; I usually finish the new one before I read anything else.

From time to time I read about a familiar name or a boat I've known from the past. I have played on my own boats since 1934. The first one cost me \$6.25; I bought her on time and took next to forever to pay it off! I crewed a lot with Joe Jessop — now a San Diego YC senior member, on PC #9.

My deceased wife wrote *Joy of Backyard Boat Building*, a book published by Ox Bow Press. It was the story of the fun we had building *Crescendo*, our 37-foot varnished ketch in San Diego. *Crescendo* was lost off the island of Kahoolawe the day of the total eclipse 1991.

I now live aboard the Cal 34 *Moani* — which is Hawaiian for 'gentle breeze'. She's a different kind of boat and I have made a few changes to maximize the comfort. I haven't lived in a house in 33 years and am very happy with her.

Ben McCormick
Lahaina, Maui

Ben — It's great having folks like you as readers.

⇓⇓FOUR-TIMING FRANK

In the June's *Singlehanded TransPac Preview* you state that, "Peter Hogg has done the race four times before, more than anyone

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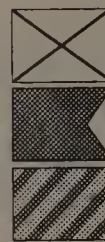
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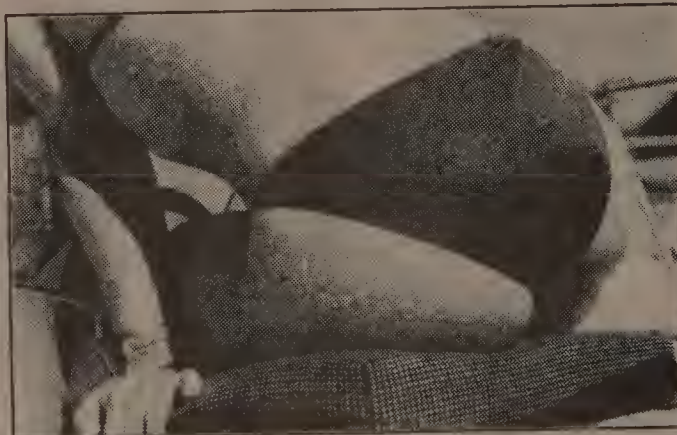
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LETTERS

else."

That's not a true statement. I've also completed the Singlehanded TransPac four times — and I did it without training wheels.

Frank F. Dinsmore
Francis Who? II
Sacramento

Frank — According to our records, you entered four Singlehanded TransPacs, but only completed three — something about pulling into Honolulu instead of Hanalei Bay in '82. We suppose that's being just a little bit too technical for a singlehanded race, so we'll be happy to amend it to: "Peter Hogg and Frank Dinsmore are the only two who have ever done four Singlehanded TransPacs from San Francisco to Hawaii, although Hogg had to use training wheels."

If memory serves us, you had your best finish in 1984 when you took class honors with your Olson 30 Francis Who?

⇅ MULTIHULLS ARE AS DIFFERENT AS MONOHULLS

I've always been a monohull sailor — my last boat was a MacGregor 65 — but in October of last year I bought a 1991 Privilege 48 through The Moorings in Martinique. With the help of my father, I sailed her 4,000 miles — including through the Panama Canal — to Marina Village in Alameda.

In your May issue there was an article about chartering a Moorings 42 catamaran in the Caribbean. I'd like to point out that multihulls are as different from each other as monohulls. I found my Privilege to be somewhat a sluggish performer in the beginning, which I attribute to the two 20-inch, three-bladed fixed props that were on the boat. With the boat's two Perkins Prima 50 diesels, I can power at nine knots and top out at 10.5 knots. This is evident every weekend as I pass everyone going out of the Estuary. With just one engine running, I can power at 7.5 knots and burn just .75 gallons an hour.

My boat sails at eight to nine knots within 45-50 degrees of the wind. She reaches consistently at 10 knots and will usually hit 12.5 knots a couple of times a day. She's no Hobie Cat, but I typically pass everything on the Bay. When sailing uphill from Panama, we had a number of 200-mile days. We made it from San Diego to the Bay Area, for example, in 30 hours. Fast is fun.

It's noteworthy that my boat is huge and well-equipped. She has five double staterooms with ensuite heads, two salon tables which seat 12, two cockpit tables which seat 10, two air-conditioners, a 6.5 kw generator, a 65 gal/hr watermaker, a refrigerator/freezer and more storage than you can imagine.

Many people question the seaworthiness of multihulls. We encountered two storms during the 4,000 mile delivery, the first off Aruba and the second off Tehuantepec. We never thought twice about the boat's strength or her ability to weather the conditions. The reserve buoyancy of the two hulls prevented the bows from dipping while punching into large head seas. During the whole trip back from Martinique, we only dipped the bows twice.

The boat is very comfortable, too. I've delivered many different kinds of boats up the coast and I never stayed as dry as I did on the Privilege 48. The boat is easy to sail because she never heels more than seven degrees and because you don't have to reef often. I've never had to reef on the Bay and we fly a 130% genoa.

Prior to departing the Caribbean, I installed an Autohelm 7000 autopilot, a Raytheon 20XX radar and Trimble Navgrafic GPS. They all worked perfectly for the entire 4,000-mile trip. I salute these companies as their products were easy to install and user-friendly.

If anyone wants to find out the truth about cruising multihulls in general and the Privilege 48 in particular — or just wants to go sailing — they can call me at (510) 745-6105.

William Hogarty
Allure, Privilege 48

Readers — Multihulls are indeed very different. For anyone

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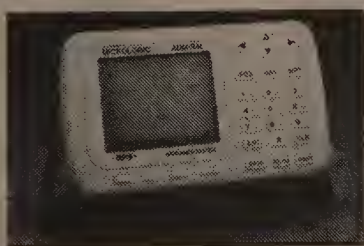
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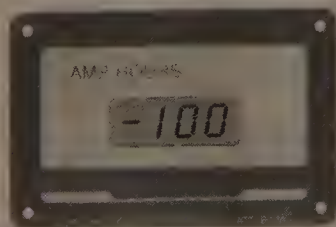
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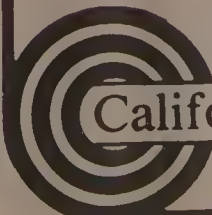
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BOOK TALK

We've thought about it for a while, and we've come the conclusion that there is no better way to tell the readers of *Latitude 38* about our terrific sailing books than through a letter. After all, people who write such great letters also like to read, right?

It would be tempting to fill this entire column with just one story from Bill Robinson's "Sailing Mystique", but we would be preaching to the converted. And we must tell you about our new fall catalog which is chock full of exciting books: It's yours for the asking. Just call us at (914) 693-2410 or send a postcard. You'll want to know about the big new "Handbook of Offshore Cruising" by Jim Howard, a veritable encyclopedia for the bluewater sailor. When it comes to cruising books, our offering is particularly impressive. Jim Moore, one of today's best-loved cruising writers, has now followed up on his "By Way of the Wind" with "Swan - the Second Voyage". The Pardey's now-classic "Cruising in *Seraffyn*" and "*Seraffyn's* Mediterranean Adventure" are available in paperback, and Hal Roth's popular cruising adventure "Two on a Big Ocean" is also being reissued.

New practical books for the cruising sailor include the "Marine Electrical and Electronics Bible", which promises to become a standard handbook for years to come. The author, John Payne, a professional marine electrical engineer, has advised Australian BOC champ Don McIntyre and others. For multihull fans, Tom Jones has lots of new ideas and interesting boats for "Multihull Voyaging".

Conrad Dixon, British sailing writer and navigator, tells all about "Using GPS", but before you buy (or sell) a boat, you'll want to read the newly revised edition of "Surveying Small Craft" by Ian Nicolson. He'll save you many times the price of his book by showing you how to avoid costly mistakes. What Ken Scott's "Metal Boats" does for steel and aluminum boats, "Modern Boat Maintenance", now in paperback, does for fiberglass boat repair and maintenance.

Great reference books like "The Boating Bible" or "The Sailing Dictionary" should not be missing from your nautical bookshelf, while "The Captain's Guide to Liferaft Survival" belongs, well, into your liferaft. If you prefer to read about disasters (as opposed to preparing for them), "Total Loss", an anthology of 40 disasters at sea, "Survive the Savage Sea" by Dougal Robertson, and "Desperate Voyage" by John Caldwell will fascinate you. All are available in affordable paperbacks.

For dreamers and history buffs, we recommend "Castaway in Paradise" by James Simmons; for those who aspire to literature, any book by Tristan Jones; if you're catching up on your classics, Joshua Slocum...

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LETTERS

interested in studying the variety of multihulls, we highly recommend Kevin Jeffrey and Charles Kanter's *Sailor's Multihull Guide* which is published by Avalon House and retails for \$24.95. The first third of this 466-page book is devoted to articles on the design, purchase and use of multihulls. The rest of the thick volume is devoted to line drawings, specs and brief descriptions of close to 175 cruising catamarans and trimarans. The information on the different designs is effectively presented and current.

Incidentally, if you're a designer, builder or dealer for a cruising multihull and would like your boat featured in an upcoming article, please contact Richard at (415) 383-8200, Ext. 111.

⚡ A FOGGY MORNING IN INVERNESS

I'm enjoying your rag on a foggy morning here in Inverness instead of working on my 40-ft cat that's hauled out behind our local gas station. She's a truly scary project of awesome proportion. If anyone wants to volunteer a few hours of work for some country hospitality — oysters, abs, BBQs, etc. — they can ring me at 669-7045. I need to launch the *Galatical Wizard* by August 1 with a big party.

Originally I put pen to paper to tell you about our incredible gray whale attack the last Sunday in May. We were out surfing at a nearby beach — it's a secret — at 0530. It was calm, glassy — even warm!

Anyway, a juvy gray started to play in the surf line about 100 yards down the beach. The waves were good, but that's a secret, okay? About 30 folks were watching and one surf rat even got some photos.

When Dave, Rico and I were the only ones left out in the line up, I suddenly noticed the gray started charging down at me at ramming speed! He was cruising about a foot beneath the surface and leaving a big wake! 'Oh, shit!' I thought.

I was 10 feet further out than the other guys and it was looking like The End for me. I'd been talking to my friends and decided it was time I start talking to the whale. So I sent out my best loving vibes, the kind I usually reserve for the great whites up here.

"I'm your friend, big buddy," I told him. He literally stopped right under me, as though he'd just slammed on the brakes. I could have stood up on the whale, but I decided to stay on my board and keep praying.

The whale then made a 90° course change toward shore and totally attacked my two friends in about six feet of water. That didn't allow for much clearance during the hot 'whale fu' that I witnessed.

The whale twisted and slapped and splashed up a mighty turbulence. Davie was clobbered hard by the whale's flipper (side fin) and thought his arm had been broken. Rico was knocked off his board and into the water. He scrambled for his board and made haste for the shore.

Deep psycho trauma was experienced by all three of us. Dave and his arm turned out to be all right. At least he's got something to tell his grandkids. The last I remember of the whale was its tail fluke — maybe five feet across — coming up next to me as the whale dove along the sand bottom and was gone toward Alaska.

Radical. I didn't get a photo or write-up because our surf is already getting too crowded and we don't want the exposure. But with all the whale weirdness, I thought I should write.

P.S. I've been back a year now from sailing the seas aboard the *Swan 47 Bones VIII* with the Chapmans of Stockton.

Michael Barnett
Inverness

⚡ WE DON'T GOTTA TELL NO STINKIN' TRUTH

I think it's great you've decided to report what a bunch of 'good guys' the Coast Guard has become since Zero Tolerance. They do good deeds and provide needed search and rescue. They should, that's what we pay them for. Unfortunately, the Coasties can still get out of hand. Maybe those shiny badges and gun belts become so heavy it makes them surly. If you don't believe it, try this story out:

While spending the cyclone season in Tonga we'd run out of

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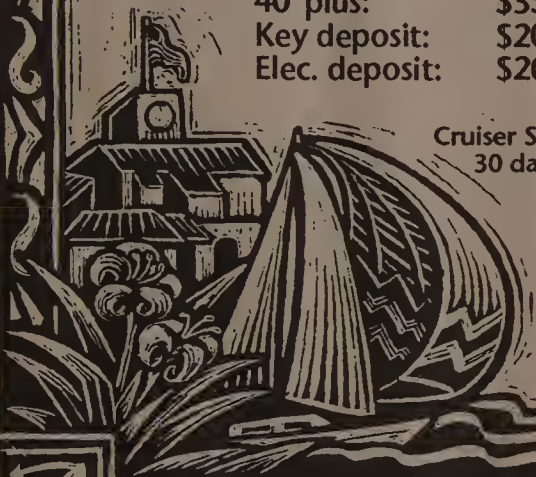
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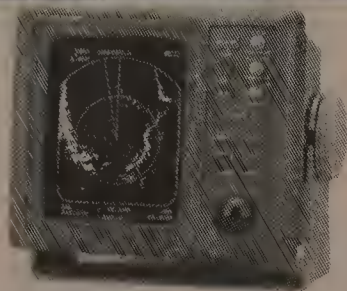
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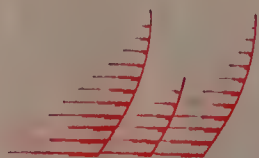


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LETTERS

almost everything, so we decided to sail against the trades to Samoa in order to resupply. As luck would have it, we rode the backside of a front right into Pago Pago, the land of cheap food and booze.

The local Coast Guard office flew in two "specially trained" inspection personnel to check our marine sanitation devices. The Shit Detail? Anyway, they came out to my small trimaran in their combat boots and all. Finding me not home, they boarded anyway. Thanks for the scuff marks, guys, you owe me a bottle of 409 cleaner. Their boarding was witnessed by other cruisers.

When the same guys returned later in the day, I asked if they'd been aboard. "We never board an unattended vessel for inspections," they replied. Wanting to be rid of them and their combat boots, I didn't pursue the matter that witnesses said otherwise. In fact, I reconfirmed with my neighbors that the Coasties had indeed boarded in my absence.

I later went to the local Coast Guard office to file a complaint. The Coasties in the office contended that the boarding officers "forgot" they had come aboard my boat. Right. There were 20 boats moored out and mine was one of only two trimarans.

When the idea was raised that the inspectors might have lied, the Coastie response was: "It's okay to lie; no law was broken. What's your problem, are you a lawyer?" Astounding! A local reporter interviewed the local command office about the boarding party personnel lying. The officer in charge said, "Sure they may have lied. So what, no laws were broken."

I've sent several letters to the District Office and the Admiral of the Coast Guard, but I don't expect any satisfaction. It's been my experience that one of two things happen in such situations. First, the Coasties will defend their own, right or wrong. Second, they lay in wait and screw you over big time. Pago Pago is small harbor; I expect the second option.

On another matter, it's curious that although the territorial government demands a \$50 fee for checking in and out, there is no pump-out facility in Pago Pago. This means boaters here have to squeeze their cheeks and wait to go to shore, or pay a \$50 fee to go offshore to empty their tanks. Worse yet, the Coast Guard "special team" went and locked all of the heads on the Korean and Chinese longliners in the harbor. We cruisers are now are bracing ourselves for the sight of the crews of these ships 'doing their business' over the side. That's not going to be a pretty sight in a beautiful place like this.

I guess what bothers me the most is that at least Congress makes some attempts to conceal their lies, while the Coast Guard makes it policy. Move over Dan Rostenkowski, here comes the Coast Guard Shit Detail.

P.S. When asked about the fact that there are no facilities to pump out, they, the Coast Guard, reported, "It's not our problem, we are here to enforce the law."

Craig Uhler

Keku Maru

Pago Pago, American Samoa

PACK IT UP

A liferaft is essential for all cruising boats, and from time to time they have to be repacked. When that time came for mine, I took it to an authorized service center near Los Angeles — assuming I'd be treated fairly. When I picked it up after the repack and was handed the bill, I felt like I was sinking. The charge for repacking the \$3,500 (Switlik) was over \$850!

I called three other authorized service centers and Switlik directly and got repacking bids of between \$350 and \$500 tops. In each case all the equipment to be replaced would be equal to the original. Getting the bids, however, was like playing a shell game. The service centers wanted to quote me a firm charge for labor, but not for the equipment that would be replaced. I think people should insist on knowing what they'll be charged for specific items.

Liferaft owners should also keep track of the expiration dates of all

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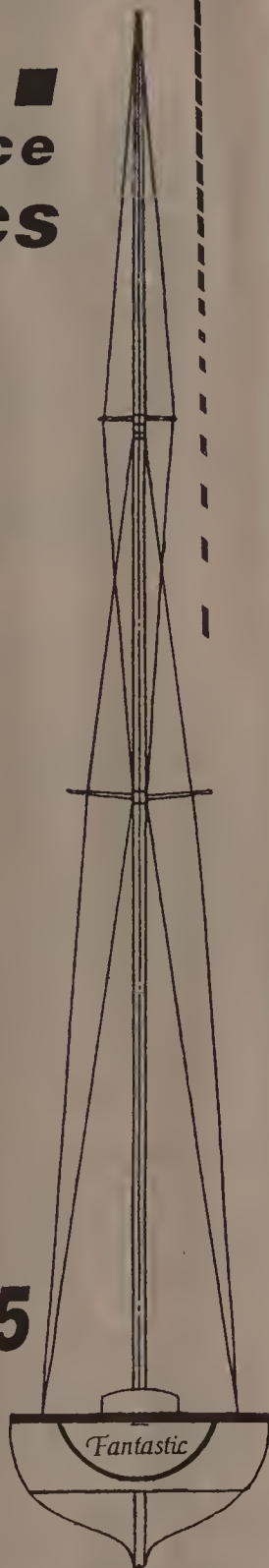
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LETTERS

equipment in the raft. If it's your first repack — as was the case with me — the service center will know the expiration dates on items that originally came with the liferaft, as will the manufacturer, and will know which items will have to be replaced. Thereafter, you can keep track by requiring the service center, at the time of the repack, to provide you with a complete list of all equipment in the raft and expiration dates for each item. With these expiration dates in mind, you'll then have the added benefit of knowing when a subsequent repacking will be necessary.

When I complained about my bill, I was told that all replacement equipment was "top of the line", that the pyrotechnics were the "best money could buy" and far superior to the original equipment provided by Switlik. For the *Queen Mary*, that's just grand. But for my little sailboat, I feel I got rammed.

Donald Parrish
Camarillo

Donald — It seems to us that a hard-to-spot "little boat" like yours would benefit far more from "superior flares" than a leviathan like the *Queen Mary*. It's a giant ocean out there, and if you ever need flares, you want the biggest, brightest ones possible.

At the same time, we'd certainly be inclined to call Switlick and ask them if they agree with their authorized dealer's claim that they pack inferior flares as original equipment.

Until a raft is opened, you can't expect a repacker to know what items will need to be replaced. On the other hand, you have every right to know in advance what a specific item will cost if it needs to be replaced.

While we're on the subject of liferafts, we suggest everybody read this month's story about the storm that ravaged the boats sailing from New Zealand to Tonga last month. Several of the boats had their liferafts torn off their decks in rough conditions. You might want to make sure yours is securely attached.

⇓FOND MEMORIES

The article about the Sea of Cortez that appeared in the June issue brought back many fond memories of our sailing adventures down there with *The Moorings*. However, the top photo on page 128 is of San Juanico. Caleta Partida is correctly shown on page 188.

Carol Snow and Carol Ann
Monterey

Dos Caroles — You're absolutely right, the *Wanderer* pulled an exceptional — even for him — brain fade in the process of keyboarding that caption.

⇓WHAT ABOUT THE REST OF THE STORY

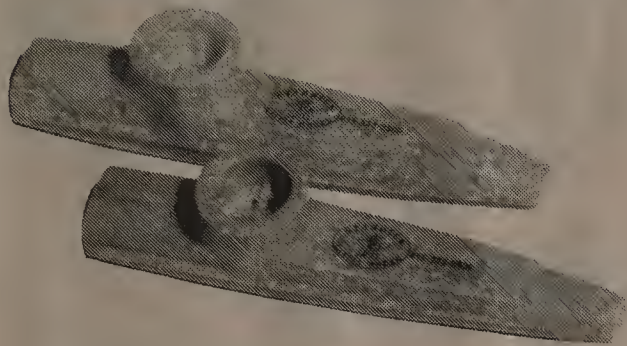
I met Ornaith Murphy last September at Svendsen's Boat Yard in Alameda when she was preparing her boat for the voyage to Cape Horn. She was very courteous and invited me aboard to see the various improvements she'd made to the rig and interior. I was amazed to see her maneuvering around on crutches, and she told me that she'd had major knee surgery just a few weeks before. She was still spending three hours a day or more in physical therapy.

Murphy told me her plan was to head south; I assumed she meant that she was going to Mexico like everybody else. As a sailor who had made two trips to Hawaii — with crew — I didn't see how she could possibly handle a 40-foot boat offshore by herself. As a two-time victim of knee surgery myself, I advised her not to go.

Well, she didn't follow her doctor's advice — or mine. What a great article in your last issue about Murphy sailing around the Horn — and what a great sailor!

But what about the rest of the story? What happened during the first eight weeks at sea? How did she manage on the voyage south before her rudder broke? How did she handle the sails — I believe she had two spinnakers? How did she get around the boat without her

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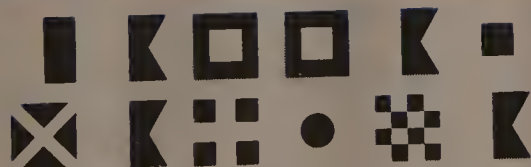
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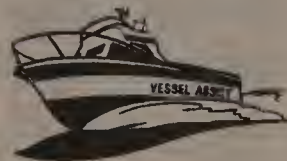
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LETTERS

crutches — or better yet, with them? And I still can't figure out how she built and installed a make-shift rudder to stand up to those conditions.

I realize that Murphy is very shy, but maybe you could prevail on her to give an interview relating to all the things she left out of the article. Maybe she'd be willing to give a talk at a local yacht club? I heard her speak at Alameda YC a few years ago and enjoyed it very much. I'd be more than happy to pay to hear about her experiences.

Bob Corell
Northern California

Bob — This will probably confuse everyone even more, but here's the latest from Ornaith:

1) Despite faxes from Michelle McHenry that inferred otherwise, Ornaith was singlehanded in the story published in the June issue.

2) A couple of months after Ornaith rounded the Horn and got a new rudder, she, Michelle and another person who wants to remain unnamed went out to test the rudder on another rounding of the Horn. The rudder broke again, and Ornaith apparently accepted some kind of outside assistance.

3) Ornaith says Michelle then took off on another boat, which did have some big problems and had to be rescued near the Falkland Islands. Ornaith says Michelle mixed up some of the events in that trip with some of the events in the trip with Ornaith.

4) Ornaith doesn't particularly want any more publicity about the trip as she's hoping to do it again and doesn't want it to jeopardize her chances of getting insurance. Then again, there's also the possibility she may pull the plug on the endeavor. She claims that people in that part of the world only know how to work on steel boats and she's having trouble getting her rudder fixed properly.

All in all, there's only two things we know for sure. First, that it's impossible to confirm facts when you can't contact the other party; and, two, Ornaith said she'd keep us updated.

DEALING WITH THE JUDICIAL SYSTEM

Being a person unable to resist a challenge — especially when coupled with the offer of a free T-shirt — I humbly suggest some basic ideas for dealing with lawyers and the judicial system. Hence, Pitts' Practical PreLegal Planning Pointers:

A. Finding a good attorney:

1) Ask friends and relatives for referrals to attorneys they have used and with whose work they were satisfied. State Bar and Local Bar Associations will make referrals but cannot give you personal insight.

2) Bigger and more expensive is not necessarily better. Using an attorney in a big firm with high hourly rates does not guarantee you better service or smart, capable representation. Small firms and/or sole practitioners generally have more reasonable rates, and greater flexibility with payment. They should also give you more personalized attention.

3) Actively interview the attorney before hiring him/her. Ask about experience, areas of expertise, billing practices, expenses you should anticipate, and his/her approach to your problem. If litigation is anticipated, discuss your chances of recovery, likely cost, availability of other options (e.g. arbitration, mediation). Shop around. I believe hourly rates vary in direct proportion to the attorney's social conscience.

B. Maintaining a productive relationship with your attorney:

1) Continuously ask a million questions: Be certain you are up to date on the status of your case. A good attorney will explain things to you in a way you will understand them and be prepared to make good decisions. Be actively involved. Contact your attorney if you don't regularly hear from him/her. You bear some responsibility for paying attention to the matters at hand.

2) Preventive measures are always preferable: The smart client hires an attorney before problems exist to learn his or her rights and

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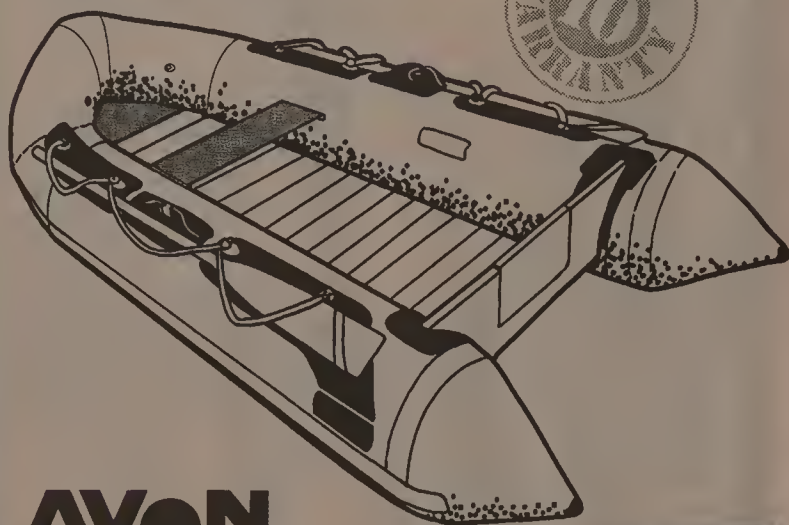
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LETTERS

obligations, and plans to avoid problems.

3) *Demand an explanation for unclear billing:* Attorneys must provide you with itemized billing statements on request. Costs and fees should be clearly set out in the retainer agreement which you should carefully read and understand *before* you sign and before work is commenced. Fee arbitrations are available through local Bar Associations if you think the charges are unreasonable.

4) *Get a second opinion.* If you feel your attorney's work is questionable as to strategy or procedure, get another opinion. If you suspect it is unethical, call the State Bar.

5) *Remember you are the employer.* You should be happy and feel comfortable working with an attorney whose main goal is to *solve your problem* — not generate fees. You would not be too intimidated to fire a plumber who gave you bad service, nor should you be to dismiss an attorney.

As you may have guessed, I frequently find myself in the position of having to defend a legal profession in which there are 'bad apples'. Mixing them with a heavy dose of egotism seems to result in a particularly slimy hybrid form of 'professional'. However, for every 'bad attorney' story you can tell me, I have an equally 'bad client' story. Is it the legal profession or human nature?

P.S. Do I get my shirt, or do I sue?

Jane M. Pitts
San Francisco

Jane — You're pretty funny — which is as rare in the legal profession as a skirt was 20 years ago.

While we appreciate your tips on finding a good lawyer, we were primarily interested in suggestions on how to repair a legal system that is to the American public what Union Carbide's gas leak was to the citizens of Bophal.

Unfortunately, we have to dissent with your contention that the failure of our legal system is caused by shortcomings in "human nature". Since people have such shortcomings all over the world, that would fail to explain why we Americans have the most expensive, inefficient, predatory, unjust and overheated legal system in the universe.

We were looking for suggestions more along the lines that nobody be allowed to practice law who didn't have a greater devotion to Confucianism than his/her profession. And back it up with the death penalty.

As such, it's our judgement you should only be rewarded half of a Latitude T-shirt. Complete your community service with concrete suggestions for remedying the legal system and we'll present you with the whole damn thing.

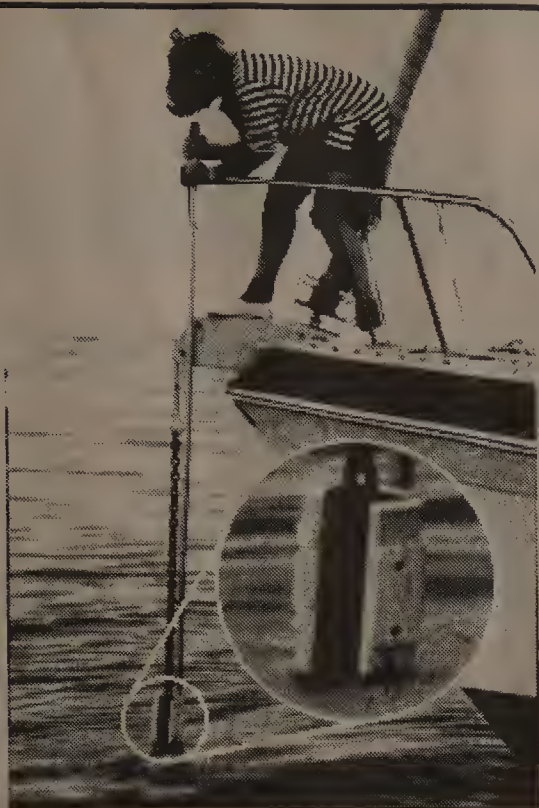
SMALL VESSELS DON'T

I'm responding to the May letter written by retired admiralty lawyer John Droeger.

I did not read Captain Lobo's letter that had appeared in the April issue of *Pacific Maritime*, the letter from which the statement "Small vessels have no right-of-way in the San Francisco Bay" was attributed to him. When taken from his perspective as a pilot of a large commercial vessel, I believe Capt. Lobo is correct.

My judgement is based upon two documents. The first is COTP Advisory 05-93, *Enforcement of Navigation Rules in San Francisco Bay*, issued by the U.S. Coast Guard Captain of the Port of San Francisco, Captain J.M. MacDonald, dated 22 Sept 1993, declaring that the waters of San Francisco Bay normally used by large, deep draft, commercial vessels are "Narrow Channels". A detailed description of the waters declared "Narrow Channels" is part of the letter. About 80% of San Francisco Bay is less than 20-feet deep, thus restricting large commercial vessels to the remaining 20%.

The second document is *Navigation Rules, International-Inland* published as U.S. Coast Guard Commandant Instruction M16672.2B. Page 21 of this document is entitled "Inland Steering and Sailing



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Rules, Rule 9, Narrow Channels". Paragraph (b) of Rule 9 states: "A vessel of less than 20 meters (65.6 feet) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway."

Copies of COTP Advisory 05-93 may be obtained from the U.S. Coast Guard Port Safety Branch, Marine Safety Office, Coast Guard Island, Alameda CA 94501-5100, telephone (510) 437-3073, fax (510) 437-3072.

A powerboat less than 20 meters in length or a sailboat can place the master and pilot of a large commercial vessel in a very difficult position. If the "less than 20 meter" powerboat or sailboat ignores Rule 9, "Narrow Channel", the larger vessel is required under Rule 17 to "take such action as will best aid to avoid collision". The master must sound the danger whistle signal — five or more short blasts — and decide whether to maneuver in constricted waters, very possibly placing his ship and other nearby vessels or objects in danger from collision, or to maintain course and minimum steerage speed hoping that the small vessel maneuvers in time to avoid a collision. Sailboats are particularly prone to demand the right-of-way of large commercial vessels. Only skilled ship handling by individuals like Captain Lobo have prevented collisions with sailboats and small powerboats.

In my opinion, all individuals responsible for the safety of their crew, guests on board and their vessel should be required to successfully complete a boating safety course by attending classes and passing an examination, or by passing the examination without attending class. The U.S. Coast Guard Auxiliary and the U.S. Power Squadron both offer such courses for a nominal fee that covers printing costs for the text and workbook.

In addition, pleasure boat operators should be required to take the same closed book Navigation Rules test given to those individuals sitting for a Coast Guard license. These tests could be administered through the U.S.C.G. Auxiliary and the U.S. Power Squadron.

Charles W. Leavitt, PE
Master, 100 Ton, Near Coastal, Power and Auxiliary
Sail & Instructor, USCG Auxiliary

Charles — We have nothing but respect for both you and Droeger, but we can't help but think you're both creating far more heat than light.

Maybe Droeger is right and he could win a case in which a small pleasure boat had the right-of-way over a large commercial vessel. A lot of good it's going to do the people on the small vessel who got run down and killed. Our basic rule is to not only always give way to commercial traffic, no matter if in a narrow channel or not, but to make it completely obvious that that's what we're doing. Lord knows it's 100 times easier for us on a small boat to avoid the development of a dangerous situation than it is for the captain and crew of a large vessel. The fact that we often operate a vessel in excess of 65 feet and don't technically have to give right-of-way doesn't change anything; it's easier to maneuver and thus safer, so we stay out of the way.

As for your notions about testing and licensing the operators of pleasure boats, we'd put that on hold until the government can demonstrate they're capable of supervising anything. We all know what a pathetic joke the testing for driver's licenses is like, but not nearly as many are aware that tests for Coast Guard Six-Pak charter licenses are even worse.

Then, too, we'd have a huge problem with giving any such authority to the Coast Guard Auxiliary. There are a lots of good people in the Auxiliary and the organization has done a lot of good but . . . but based on our experience, many members just aren't prepared to handle the authority. If you were in San Diego for the America's Cup, you would have witnessed what might well have been termed a 'Coast Guard Auxiliary riot'. Their inept attempts to create order as they wanted it ended up creating far more dangerous situations than it eliminated.

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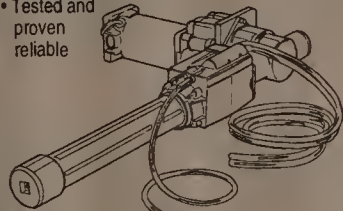
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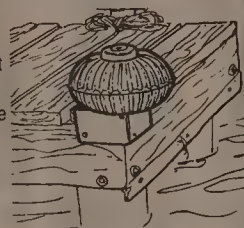
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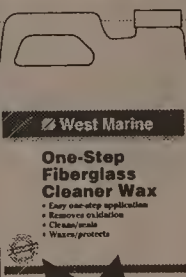
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LOOSE LIPS

Has Skip skipped?

Last year Gene Toton purchased a 31-ft Brown Searunner trimaran that was then named *Wyndspelle*. It was launched in 1978 by Alfred 'Skip' Wamsley, Jr., who had help from Catherine 'Cat' Leeson and Jerry Benedict. By 1985 the boat was in San Diego and had been sold to James and Tom Burgess. If anyone knows the whereabouts of any of these people, or any details on the construction or history of the vessel, Toton would like to know. You can contact him at Box 41791, Bakersfield, CA 93384. The boat is now named *Whole In the Water* and kept in Ventura.

Eight bells.

Belated condolences to the family and friends of Dan Kelly, who passed away April 14. A longtime sailor, Dan may be best known to the sailing community at large as the guy who opened up the Stockton Sailing Club's South Tower Race up from an interclub event to one of the Bay's most popular 'alternative' racing events. On a more personal level, Dan will be remembered for his love of old Jaguar automobiles, and as the master of a one-eyed, crippled bulldog named 'Tripod' that demolished the competition at Petaluma's annual Ugly Dog Show several years ago.

Maher and Morgan 38s.

Chris Maher of Alameda is looking to contact or create a Northern California Morgan 38 Owner's Association. Any interested owners should contact him at (510) 814-0814 or (510) 938-8565.

Gadgets and gizmos.

We were intrigued a couple of months ago when one of the many catalogs we get here at the office featured a wristwatch with a universal remote built in. We might pick up one of those to change the TV channel from monster truck events to sailing coverage when we drop into the local biker bar. Or maybe we won't. In the meantime, we still like to show off our other gadget watch, the one with the built-in barometer we've used all of three times in six years.

The latest gimmick built into a watch allows sunbathers "to get the most out of a suntan without the painful and dangerous side effects." All that users of the Sunwatch II, made by Pioneer, have to do is program their skin type and the number of their SPF lotion into the watch, smear on the sunblock and hit the beach. As the saying goes, "Sunwatch does the rest." Its solar sensor measures harmful UV-B levels and tells you how long you can safely stay out in the sun.

... What the heck is 'skin type'?

Ocean sailing.

After a summer in the South Pacific and a winter in Hawaii, Tony Phillips arrived in Sausalito on Memorial Day with his Ocean 71 *Second Life*. With the kids in school, he plans to spend the next three or four years doing local charters with the boat. Although it was incredibly difficult and expensive, he was able to get the once foreign hull licensed by the Coast Guard for 49 passengers. Don't ask how.

The Player.

True story. Film maker Bob Hillman was in Hollywood, pitching the story of Hank Dekker to a producer. Hillman told the guy that Hank went blind, became an alcoholic roaming the streets, then fell in love with a woman who gave him back his self esteem. He went on to become the first blind man to sail solo from San Francisco to Hawaii — not once, but twice — using braille charts and a talking Loran. The producer was enthralled, especially when Hillman got to the part about how a hurricane capsized the boat and Dekker spent three days trapped inside.

When Hillman finished, the producer leaned back, staring at the ceiling, his fingertips touching. He seemed lost in thought. "I've got it!" he said finally. "What if we find out the guy's not really blind?"

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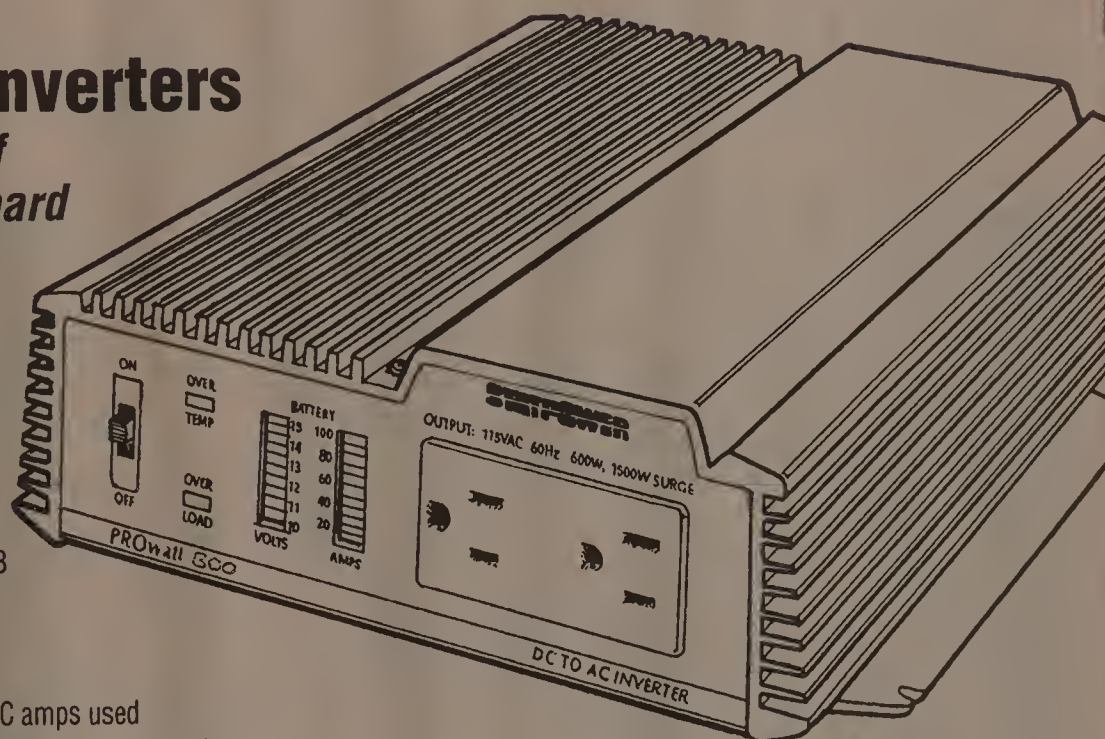
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off to the races

By all indications, 1994 is going to be a record year for the Singlehanded TransPac. At presstime, race leader Peter Hogg had cranked off 540 miles in the first 45 hours. He had just broken out of a weather front whose 30-knot winds had him at times down to only a reefed main, and at last report was jib reaching under full main in 16-18 knots, ideal conditions for his Antrim 40 trimaran *Aotea*. Monohull leader Stan Honey on his Cal 40 *Illusion* recorded back-to-back 180-mile days, a near-record pace. He had just shaken a triple reef out of the main and was aimed straight at Hanalei Bay some 50 miles south of rhumbline. The only starter to return had been Steve Faustina, whose Orion 27 *Magic Moments* broke its jib roller furler. Hopefully, he'll have gotten it fixed and reentered the race by the time you read this.

The elapsed time records for the Solo TransPac are 10 days, 10 hours for multihulls (Peter Johnston, Shuttleworth 40 trimaran *Bullfrog*, 1986) and 11 days, 15 hours for monohulls (Bill Stange, Olson 30 *Intense*, 1988).

Conditions for the June 25 mid-morning start off the Corinthian YC were not quite so cooperative. A building flood and no breeze combined to trap the 12-boat fleet in the windless strait for hours. It took until almost 2 p.m. for Greg Morris's *Slipstream* (spread), Honey's *Illusion* (inset) and the rest of the singlehanders to clear the Golden Gate.

year of the women

The names of the 23 women chosen for the first-ever all-women's America's Cup team were announced June 1. And the list was as interesting for who was not on it as vice versa.

But first things first. Excellent (and foregone) choices for what will almost certainly be the afterguard were San Diego sailors J.J. Isler and Anne Nelson. Among J.J.'s many accomplishments are a 1992 bronze medal in 470s, and becoming the first woman to be ranked in the international match-racing circuit. Not that it matters to the America's Cup — and we're not trying to be sexist or anything — but J.J. is married to another Cup veteran, Peter Isler.

Anne Nelson is also married to a Cup veteran, and in fact will become the first to ever 'oppose' a spouse in Cup history. Her husband is Bruce Nelson, who is part of the design team of the PACT 95 syndicate. Anne's qualifications include a silver medal in the 1984 Olympic boardsailing exhibition. She has also been a three-time member of the U.S. Women's World Sailing Team.

Tiburon's Melissa Purdy also made the team. A former collegiate All-American, Melissa has won numerous awards at many different levels.

Rounding out the team, in alphabetical order, are Stephanie Armitage-Johnson (Auburn, WA); Amy Baltzell (Wellesley, MA); Shelley Beattie (Marina del Rey); Courtney Becker (The Dalles, OR); Sarah Bergeron (Middletown, NJ); Merritt Carey (Tenants Harbor, ME); Sara Cavanaugh (Denver); Elizabeth Charles (Providence, RI); Leslie Egnot (born Greenville, SC; currently lives in Auckland, NZ); Christie Evans (Marblehead); Diana Klybert (Annapolis); Linda Lindquist (Chicago); Stephanie Maxwell-Pierson (Somerville, NJ); Susanne Leech Nairn (Annapolis); Jane Oetking (Wellington, NZ and Rockland, TX); Merritt Palm (Detroit); Katherine Pettibone (Port Huron, MI); Marci Potter (Oarton, VA); Hannah Swett (Jamestown, RI); Joan Touchette (Newport, RI).

Positions have not been assigned, but it's reasonable to assume Shelley Beattie, a professional body builder, and Sarah Bergeron and Stephanie Maxwell-Pierson, both top-ranked rowers, might provide the grinding muscle. Of the 24 women named, 8 are married and three — including Nelson and Isler — have children . . . not that it matters or anything. We just, you know, thought you'd be interested.

Now for the ones that didn't make it — or if you prefer, 'have not yet been chosen.' Dawn Riley is a major standout, especially since the early press had her a shoe-in for afterguard duty with Isler. The official word is that she was to be "given an opportunity to try out for the team once she has finished her stint as skipper of *Heineken* . . . in the Whitbread Round the World Race." Nothing wrong with that, but it's curious that *Heineken*'s foredeck/rigger Merritt Carey didn't have to wait for the Whitbread to end to make the first cut.

Also conspicuous by their absence are Allison Jolly and Lynn Jewell-Shore, skipper and crew of the gold medal-winning Women's 470 team at the '88

santa cruz

Several months ago, in our report about the current diesel fuel fiasco, we noted that recreational boaters could no longer get low-sulphur, taxed diesel in Santa Cruz Harbor. The fuel dock there simply didn't have the tankage to carry both it and the non-taxed, high-sulphur stuff used by fishing boats.

We are now happy to amend that note: recreational boaters can buy diesel fuel once again at the Santa Cruz fuel dock. Harbor-master Steve Scheiblauber reports that they solved the tankage problem handily by using a 1,000 gallon tank on the off-duty dredge tender *Dauntless*, which will reside at the fuel dock with all the necessary permits through the summer.



continued outside column of next sightings page

diesel

We were also intrigued to learn that the ever-innovative Santa Cruzans have been fooling around with soydiesel for a good deal longer than we've even known about it. Steve confirms many of the positive claims we noted in our May issue about the stuff: cleaner burning; an inoffensive odor he likens to "cooking on a wok"; and the fact that "we'll never have send American soldiers into the midwest to die fighting for it." At this writing, the harbor's offshore rescue boat has been running on a 30% blend for a couple of years. Both of Steve's diesel Volkswagens run on the stuff, too, and none of them exhibit the leaking problems

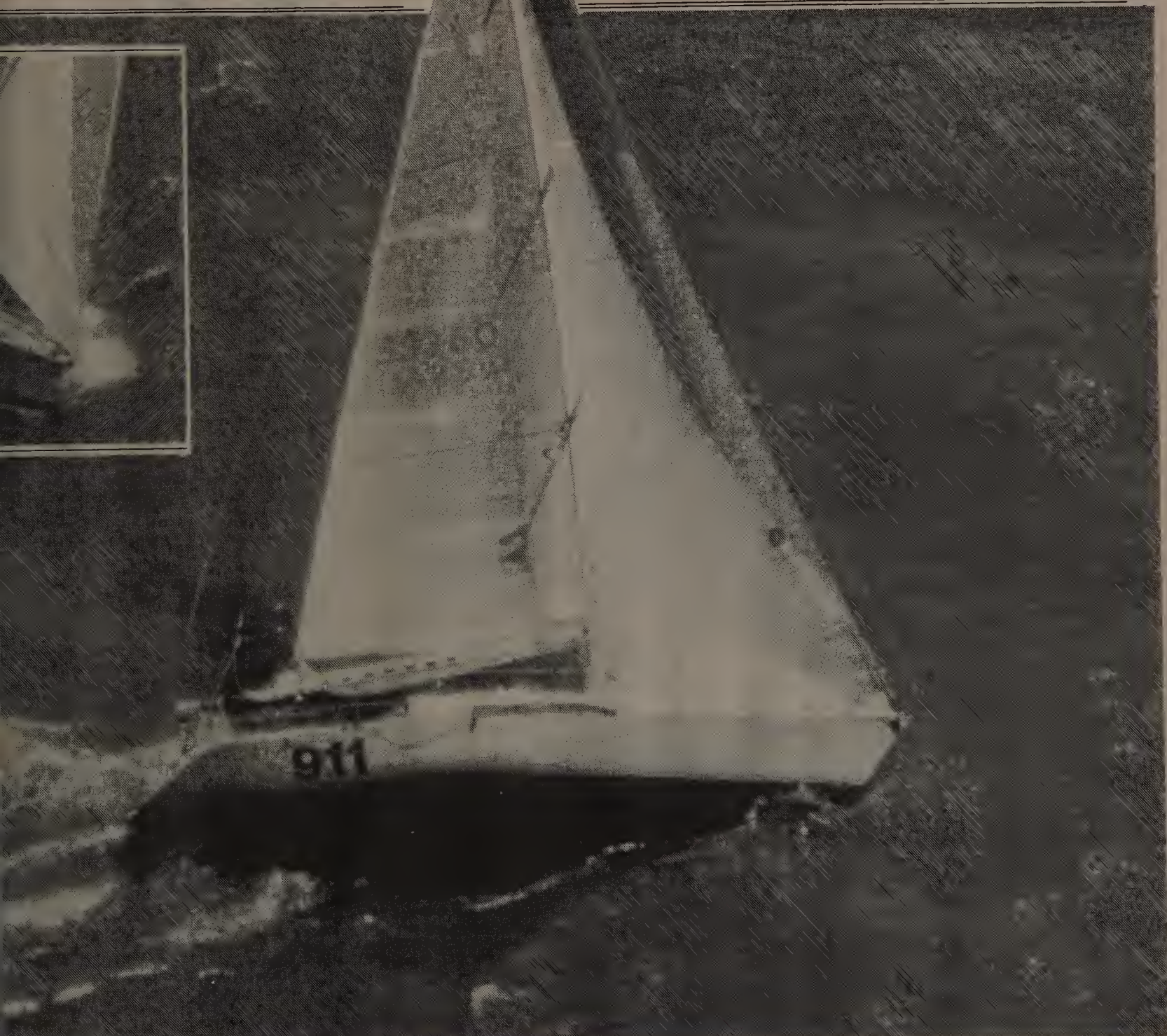
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women — cont'd

Olympics. Four-time Rolex Yachtswoman of the Year Betsy Allison was also MIA.

What does it all 'mean'? Probably not enough to get all purple in the face about. We all know the politics of the America's Cup makes the tobacco lobbies look like used car salesmen, and with the better part of a year still to go before the sailing's ultimate best-of-nine match races begin, anything can happen. At this point in time, all the selections really 'mean' is that some highly talented women have finally been given the chance they deserve to compete in the top ranks of our sport. *Latitude* offers our congratulations to each and every one of them.

As for the highly-qualified women who were not chosen, it seems like the time is perfect for the first one-two punch to be dealt the *America's* team — the psychological and tactical advantage of another team signing on one or more of the talented women that are still loose agents. (Dawn Riley has already had offers from both the Conner camp and *PACT 95*.) But will it happen?



SPREAD AND INSET: KIRSTIN KREMER

whee-ha! a cruiser's race from san diego to cabo san lucas

It's really gonna happen — that seems to be the feeling after the Southwestern YC (San Diego) board heard *Latitude's* proposal for a November 1 Cruiser's Race/Rally from San Diego to Cabo San Lucas.

Although not set in stone, the concrete is hardening on the basic concept: A cruisers' 'nothing serious' race/rally under 'cruise adjusted' PHRF handicaps to Cabo San Lucas, with overnight stops at both Turtle Bay and Mag Bay. Gennikers would be allowed, spinnakers would not. The pace would be based on a 4-knot average. Entries would have the option of using their engines, but that would incur a substantial penalty — approximately three hours for every hour of engine use.

'Cruise adjusted' PHRF ratings mean you'd get several extra seconds per mile for things like fixed props, dinghies on davits, anchors in bow rollers, bags of clothes for Mexican charities, at least half the crew being women and/or children, and so forth. There's actually been a fairly sophisticated rating adjustment formula that's been developed for just this purpose. The whole idea is to encourage the participation of genuine cruisers with their boats in authentic cruising mode — and in the process meet lots of great new folks and have some fun.

Last year there were two 'cruising divisions' in races to Mexico. While terrific in concept, participation suffered terribly from (in our estimation): 1) excess expense, 2) excess expense, and 3) excess expense. We've cruised before and understand how fast money can disappear when you have to start meeting traditional offshore racing requirements. And we know how long the same amounts of can be nursed in Mexico. So when there were \$400 entry fees for last year's cruising races, and the requirement that a \$2,500 (installed) SSB radio be aboard, we weren't surprised when 'real' cruisers stayed away in droves. Our concept is to keep it cheap by keeping it simple.

In our proposal to the Southwestern YC, we specified 1) an entry fee of no more than \$100; and 2) no requirement that boats carry SSB radios. It looks like both points are fine with them. It goes without saying that boats will, however, have to be designed for offshore sailing, in seaworthy condition and carry the minimum safety gear.

Included in the \$100 entry fee would be an official "I'm The Captain, Do What I Say!" T-shirt for each captain, and a "Don't Take That Tone With Me, Captain, I'm the Admiral!" T-shirt for each first mate.

The way we plan to keep the event cheap is through reciprocation and simplicity. For example, in return for the Southwestern YC's sponsorship and support, we cruisers will agree to man the finish line at Cabo Falso 24 hours a day for a three day period when the California '50 and ULDB 70s finish — about five days after us cruisers. This means each boat in the cruising fleet will be responsible for a four-hour watch out at Cabo Falso. This saves the Southwestern YC the expense of having to fly a finish line committee to Cabo, put them up in fancy hotels, hold banquets in hotels and all that other — for cruisers — excess.

By doing things ourselves, we cruisers would not only save money, but have more fun. For example, the night before the start — which just happens to be Halloween — we hope to have a potluck kick-off party at the Southwestern YC. The awards ceremony in Cabo will be a '60s style' beach party on the beach at Cabo, with entertainment provided by the Class of '94 Cruiser Marching And/Or Sitting Band — of which you'll be expected to play some part. And instead of pickle dish type trophies — incidentally, everybody in the cruisers' race will get a trophy — ours will be made out of blue ribbons attached to the bottoms of those little painted birds they sell in Mexico. Tim and Suzy Tunks of *Scallywag* handed these out in the Tenacatita Race last year, and they look far better hanging on our bulkhead than do any of the Antigua Sailing Week participation medals or Mexico Race trophies we've won in the past. If you're not part of the band or the finish line watch, you can help make these trophies or pitch in and help in some other fashion. In this event we're looking for maximum participation and minimum expense.

The Cruisers' Race has the full support of Downwind Marine, which has moved up their annual cruisers' bash to October 30 so everyone can make the big party and sail in the race. Downwind will record daily position updates on an answering machine, so your mother will be able to follow to brave son

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diesel

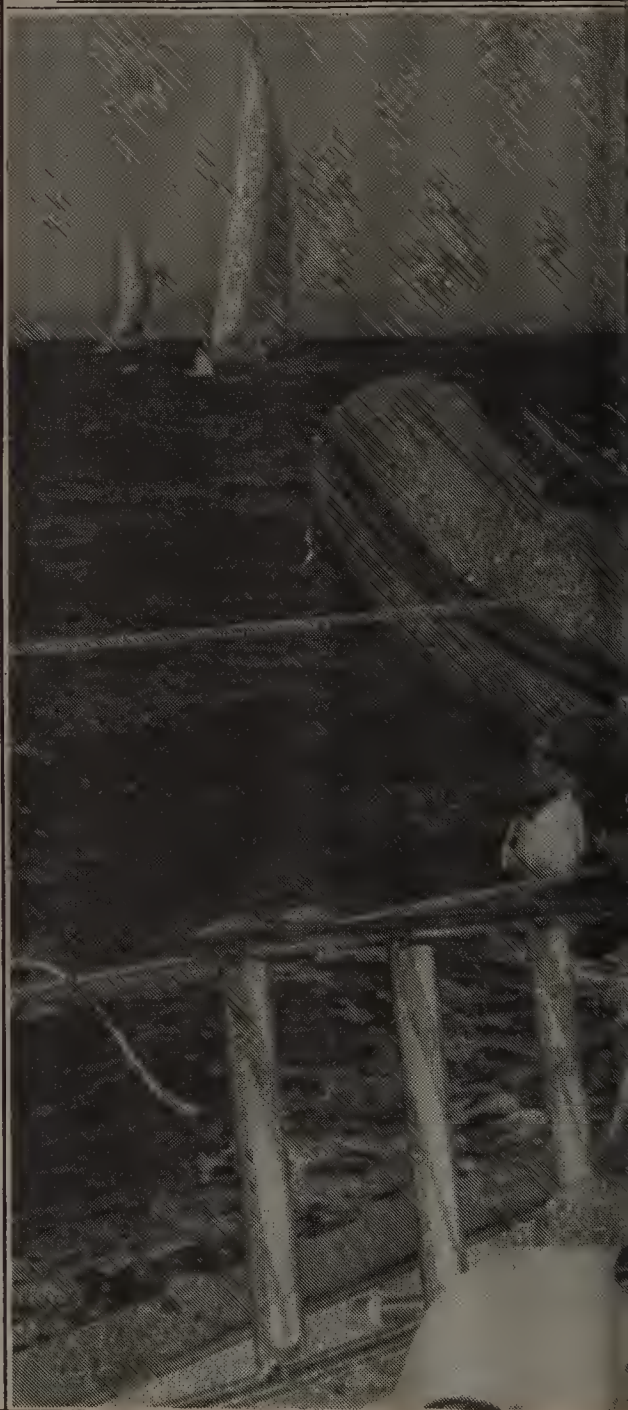
prevalent in vehicles now having to run on the petro variety diesel.

And speaking of 'natural' solutions, if somebody picks up on another innovation seeing limited implementation in Santa Cruz, the 'fuel revolution' may really begin to take off. . .

Recycled cooking oil.

Think about it. As we write this, many restaurants actually have to pay to have the old oil from deep fryers carted away. Yet Steve says there's a guy driving around Santa Cruz right now in a diesel VW Rabbit that's run on nothing but discarded vegetable oil from a local restaurant for the past three years.

His methods are apparently as crude as the fuel, though. Done properly, the old frying oil would have to be filtered of



— cont'd

contaminants and refined to remove glycerin — both relatively simple processes.

Recycling a waste product into fuel is more than most scientists dare even dream about. Yet it might be right there under our very noses. It reminds us of something we read as background for our original diesel fuel article. When Rudolph Diesel invented the engine that now bears his name in 1897, he ran it on peanut oil. In the 1890s, all the black ooze they were pulling out of the ground was good for was refining into kerosene for lamps. The byproduct of that refinement was thrown away, poured down drains and into rivers. It would be more than 10 years before somebody found a widespread use for the caustic, smelly liquid called gasoline.

cruiser's race — cont'd

and/or daughter's progress in "the big yacht race to Mexico". While SSB radios will not be required, we will have roll call each morning and a bed check at night. We figure by using relays almost everyone with only a VHF radio will be able to check in.

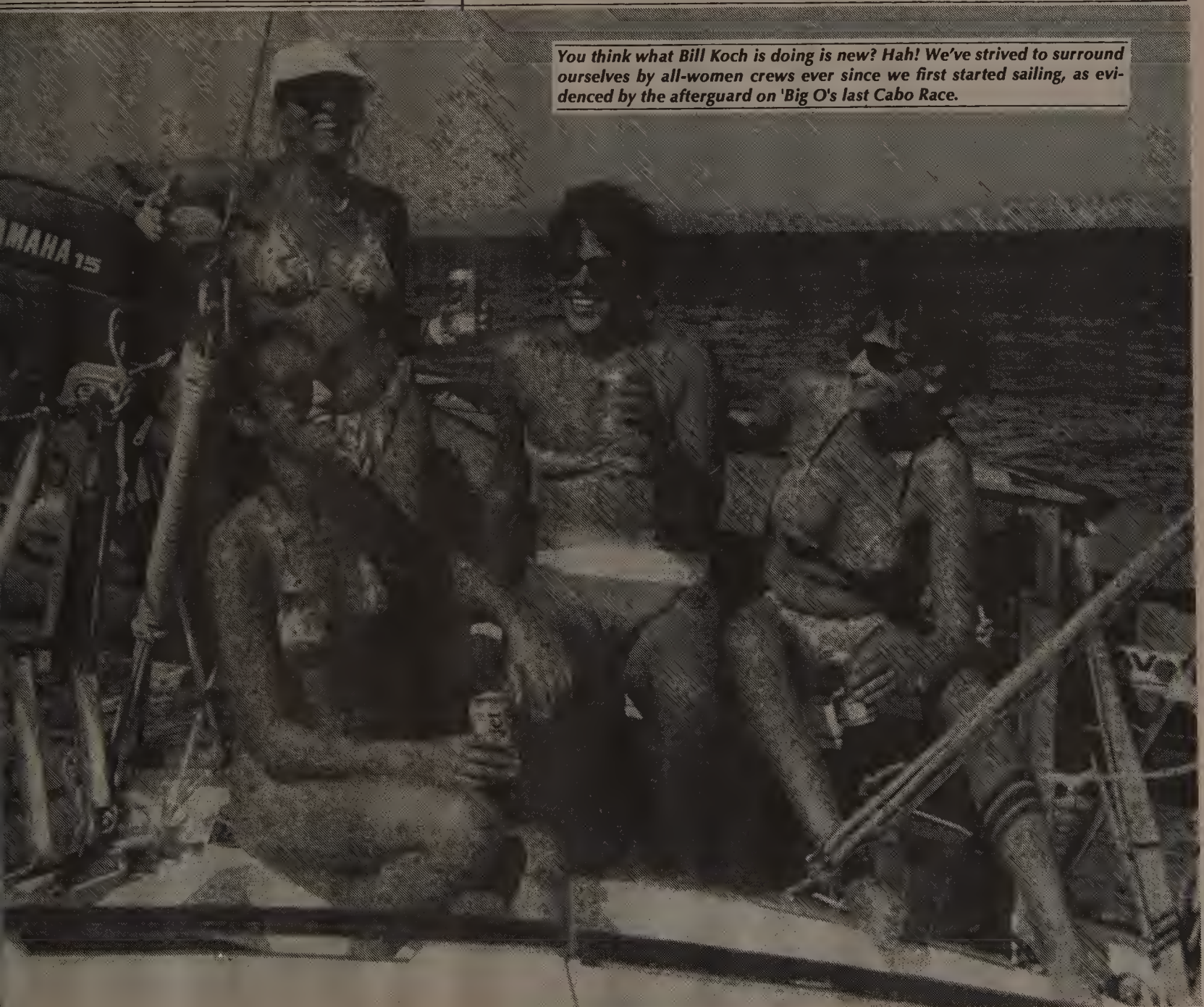
Since the Cruisers' Race will start right as the Louis Vuitton America's Cup Preview will be winding up, berth space at the local yacht clubs will be a little tight. During a long conversation with Captain Uno of the San Diego Harbor Police, we learned that organization is attempting to adopt a new attitude of trying to get along and work with cruisers and other visitors by boat. We believe him. Captain Uno doesn't know it yet, but we think he's going to back that up by giving participants in the Cruisers Race a permit to anchor between the San Diego YC and Southwestern YC for the three days before the start.

We honestly expect no less than 25 entries, and hope for many more. In fact, *Latitude* has guaranteed the Southwestern YC no less than 20 entries. We feel we can do this based on the number of folks who responded positively to our initial brief announcement of just the possibility of such an even in last month's *Cruise Notes*. They include:

- 1) Bruce Wilcox and Lucie van Breen with their Piedmont-based Santana

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You think what Bill Koch is doing is new? Hah! We've strived to surround ourselves by all-women crews ever since we first started sailing, as evidenced by the afterguard on 'Big O's last Cabo Race.



RICARDO DEL SUR



cruiser's race — cont'd

35 *Wide Load*. Last year Wilcox raced down on *Zamazaan* and had so much fun the couple want to take their boat this year.

2) David Fiorito with his San Diego-based *Northstar*. "I'll be looking for crew", he says. "Check out *Latitude's Mexico Only Crew List* that will appear in the October issue," we respond.

3) Jack with the Sausalito-based Freeport 41 *Dalliance*.

4) Mike Sanchez and Susie Murphy of the Pier 39-based Tartan 34 *Suzy Q*. Both are licensed ham operators.

5) Jackie Friedman, cousin of the late Tom Blackaller, who is about to close a deal on Kellogg and Diane Fleming's much traveled Garden Porpoise, *Swan*.

6) Lansing Hays with the Northern California-based Freedom 44 *Ivory Goose*. Hays, who cruised Mexico last year, writes: "I would welcome the chance to beat the pants off *Big O* if she happens to be in the race."

7) *Big O*, *Latitude's* charterboat. We'll be looking to beat the pants off Hays. To keep expenses low, we'll also serve as the communications and escort boat — unless anybody else wants to help with those responsibilities.

8) John and Janice of Apple Valley with the DownEast 38 *Dulcinea*. "We've been cruising the Channel Islands for the last 12 years, they write, "and are looking forward to two years in Mexico before heading further south." A former USAF Emergency Medical Technician, John reports they'll have "more than adequate medical supplies".

9) Finally, there was a sailor who got all excited about the race while flying aboard an L-1011. We're sorry we lost your letter, but we thank you for your support.

In any event, the ball is rolling south fast on the Cruiser's Race to Cabo San Lucas. If you're interested, please drop us a line. Even if you're on such a tight

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cheek to cheek,

"The" potluck of early summer took on whole new dimensions June 11 when someone got the idea of forming a raft-up that would span the width of Clipper Cove.

Hosted by the Single Sailors Association, the gathering was also attended by members of the Marina Sailing Society and the Sailing Network, so there were plenty of boats and enthusiasm in attendance.

In the end, 20 boats spanned about 3/4 of the distance, which in many ways worked out better than if the goal had been accom-

falling

After much looking in harbors from San Francisco to San Diego, we finally found *Ceilidh*, an excellent Pearson 40 centerboard sloop. If all worked out as planned, this would be the boat that would sail us to points south, where it was warm, tropical and mellow.

The surveys on the hull, engine and rig (we hired separate surveyors for each) all took place the same morning, and all the

cruiser's race — cont'd

budget that you really can't afford to enter. We might be able to offer you a 'scholarship' in return for helping out in some way or the other. 'The more the merrier' is the motto on our boat and in our life.

In the meantime, stay tuned for details in future issues. This could be the start of something not only really big, but something really fun.

pan pacific yacht race
— a tale of two quests

It's not often that the story of a DNS (did not start) competitor overshadows that of the race he never started, but for Kiyoji Moroi and the Pan Pacific Yacht Race, that's the way it turned out.

Jeopardy-caliber readers may recall the mention in 'Coast Watch' of Kiyoji Moroi, a 56-year-old singlehander who went missing in March on a voyage from Japan to California. His whole reason for coming here was to participate in the Pan Pacific Race, which started off Marina del Rey April 24.

Moroi's last radio contact was March 7. At the time, he reported a position of about 2,000 miles northwest of Hawaii. By the time his family asked the Coast Guard to conduct a search exactly one month later, just about everyone feared the worst. Those fears were confirmed when the search turned up no trace of Moroi or *Shuten Doji*, his 43-ft cutter.

Then on June 10, the freighter *Vienna Wood* called in and reported they had found Kiyoji in mid-Pacific, safe and sound, sailing slowly toward Hawaii on his disabled boat.

Moroi told rescuers that *Shuten Doji* had been caught by a fierce storm on March 8 and ended up rolling over twice. In addition to losing the rig, the rollover ruined all his electronics and his engine. The hull also took a lot of water aboard through the ports, which the skipper had to bail out by hand.

Moroi eventually rigged the remains of his mast, set what sail he could and started back for Hawaii. He kept track of his progress with celestial navigation, and used a mirror pirated from the head to try to signal various aircraft and more than a dozen ships he sighted during his three-month ordeal. He also rationed his remaining provisions, eating only one meal a day and collecting rainwater to drink. With this regimen, he figured his provisions would have held out until mid-August.

Now back to our regular programming.

The Pan Pacific Yacht Race is history. All competitors who made it past the first few days of their starts (there were some early dropouts) completed their various courses to finish in Osaka, Japan. As you'll recall, there were starts in five different countries — Korea, China, Russia, Australia and the U.S. — with starting dates 'handicapped' so that all yachts would arrive at about the same time. A total of 78 yachts finished the race.

Eleven of 12 starters completed the longest leg, which started off Marina del Rey on April 24. We're happy to note that northern California sailors Mike and Judi Hyde of Castro Valley (with 'real racer' Rick Schweiger along for inspiration) won Class C, as they had hoped to do. Another inspiring performance came from *Chayah*, a 49-ft cutter out of Vladivostock, which topped Class B. According to reports, they had one of the most rollicking shoreside welcomes as they greeted and compared notes with friends who had started the race in Vladivostock.

But the real kudos belong to John Oman and crew on the 60-ft *Northwest Spirit* out of Seattle. As expected, the big sloop was the first to finish of the California boats, and couldn't help but win Class A as she was the only boat in it. But she also sailed the fastest course of any yacht in the race. By reaching Osaka in 32 days, 16 hours, she averaged 8 knots for the 6,200-mile marathon. The Brisbane Race Committee lost a case of beer to the California YC over that one.

You may also remember that there were cash prizes awarded to all yachts (not just winners) which finished within a certain time limit. As far as we know, everyone made their times and the money was doled out. These awards were also 'handicapped' according to how far the yachts had sailed, with the



COURTESY SSA

shore to shore

plished — now there's an excellent excuse for going back later this summer and doing it all over again.

On the same subject, a few years ago we made note of a raft up of nearly 100 boats back on the Chesapeake or somewhere. It got us to wondering about the biggest raft-up on the Bay — when was it, where was it and how many boats took part? If anyone knows — or any organization has plans to assemble such a gathering — we'd sure like to know about it.

in love

surveyors said the same thing: "It needs a few things, but otherwise, it looks great!"

We then motored over to the boatyard for the haulout portion of the survey. The boat was secured to the Travelift, stern-first with the backstay detached. We gathered with the broker and surveyors along the dock below, anxiously peering at the whale-like bottom as she was lifted clear of the water. When

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panpac race — cont'd

California starters 'earning' the most — one million yen, which at last check was equivalent to about \$8,500.

We also understand that the Japanese hosts of the race — which was



Judi and Mike Hyde of 'Ayesha.'

organized as part of a gala opening celebration of the new Kansei International Airport — spared no expense in treating the arriving racers like long lost royalty. For a week, skippers and crews were "feted, fed, glorified and gorged as only the Japanese can do it," reports Cal YC race committeeman Dick Squire.

Here's how the rest of the California fleet shaped up.

| boat | owner | homeport |
|--|---------------------|---------------|
| CLASS A (Above 52½ feet LOA) | | |
| 1. Northwest Spirit (60' sloop) | John Oman | Seattle |
| CLASS B (46-52 feet LOA) | | |
| 1. Chayah (49' cutter) | Semen Khvorostoukhi | Vladivostock |
| 2. Kine Kine VII (52' sloop) | Hironari Kobayashi | Hiroshima |
| 3. Ocean Walker (47' sloop) | Graham Dawson | Oxnard |
| 4. Starfire (52' sloop) | Kaspar Schibli | Victoria, BC |
| CLASS C (39-45.9 feet LOA) | | |
| 1. Ayesha (39' cutter) | Mike/Judi Hyde | Castro Valley |
| 2. Bright Star (44' cutter) | John Campbell | Seattle |
| 3. Treasure (45' cutter) | John Guzzwell | Seattle |
| 4. Tikva (40' sloop) | Ken Clark | San Diego |
| 5. Winsome Gold (40' sloop) | Robert Grange | Honolulu |
| 6. Fantasea (40' cutter) | Robert Forier | Tucson |

With logistics that would make a manned Mars landing pale in comparison, it's not known whether there will ever be a second Pan Pacific Yacht Race. But for a first time event of such magnitude, this one certainly came off with surprisingly few glitches. And according to Dick Squire, the majority of finishers were so pumped, they'd sign up again in a hot second. "If they do plan an encore," he says, "we certainly hope they include us again."

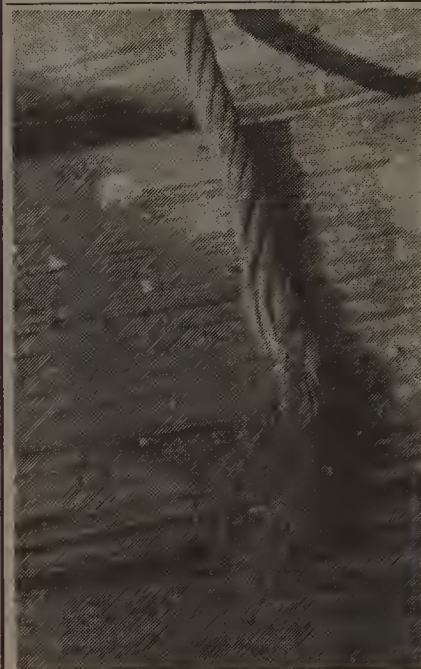
falling

she got about 10 feet above the water, the Travelift began to move.

And the cable supporting the aft sling broke.

Ceilidh's stern came crashing back into the water. The mast slammed into the Travelift's crossbeam and collapsed. The forward sling slid up the bow, bending the pulpit all to hell and torquing the stern into the dock, which did the same number on the pushpit.

To say the least, the survey took on a whole new significance. As we stood there with mouths agape, the surveyors and broker were busy taking pictures and scribbling notes. From "needs a few things/otherwise great" that morning, the survey now revealed that the mast and rigging were wasted, and there was cosmetic and structural damage to



'Ceilidh' takes a dive: above, the busted cable; below, at the dock after the fall; spread, shouldn't that sign be pointing the other way?



— cont'd

the topsides and deck.

So much for the sale, you say? To the contrary. The hull actually checked out A-okay, and we were very impressed with the speed at which the 'pooped' cockpit cleared itself of water. So we did what any normal sailors would do who had fallen in love with the boat at first sight — we settled on a price.

We trucked the boat to Sausalito for repairs. (Thanks to San Diego Boat Movers, Anderson's Boatyard/Al Mitchell, Maritime Electronics, Hood Sails and of course, West Marine.) We ended up getting a boat with a new mast and rigging for essentially the original agreed-upon price. Not a bad deal, but hardly the recommended method for a rig upgrade.

continued middle of next sightings page

hey, fidel, grab my dockline, will ya?

If anyone had any lingering doubts about the legality of U.S. sailors taking their boats to Cuba, the following should extinguish them like a cheap cigar.

A whopping fleet of 86 boats entered the Sarasota Sailing Squadron's June 10 race from Sarasota, Florida, to Hemingway Marina near Havana, Cuba. The first boat to finish was the winner of the spinnaker class, the hilariously named *Bulletproof*. Working Sails division was claimed by the Hunter 37 *Midnight*, and *Hester Fay* topped the Assigned Rating class.

The idea of the race came from Squadron member Bob Winters, who had visited Cuba around Christmas and thought it would be fun to return on sailboats. According to the Squadron Manager Pat Murphy, a great time was had by all and they've yet to get any heat from the U.S. government, although she says, "The Cuban exiles weren't too happy with us."

Be that as it may, it looks like they'll be holding the race again next June 16.

It's true there is an American embargo on Cuba, but that just means you can't spend money there. In order to get around this seeming problem, the Sarasota Sailing Squadron instructed all entries to bring all the provisions

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ALL PHOTOS COURTESY JAY HAWKINS

SIGHTINGS

fidel — cont'd

necessary for their entire stay. For their part, the Cubans offered free berthing and visas. In addition to the race to Havana, a week's worth of activities were planned, including some coastal races and visits to the Tropicana nightclub.

So how about it, West Coasters — who's up for a race from San Francisco to North Korea?

refresher course

One of the hazards of sailing journalism is the tendency to become too complacent; to just assume that, hey, we've been writing this stuff long enough that everybody must know by now what we're talking about. Do we *really* have to explain, for example, that sailboats do not have the right of way over big ships? We've told you guys that a million times.

In a word, yes, we do. One noted writer calls it the 'theory of the passing parade'. The allusion makes sense. The baton-twirling majorettes don't do something different at every turn of the parade route. They do the same thing over and over. But it's new because a different set of people see it every time. Same with magazines. A lot of you have been with us for years, but there's always somebody new (we hope) coming aboard going, "What the hell are they talking about. . . ?"

continued outside column of next sightings page

falling

We're settled aboard now, and are happily learning more all the time about *Ceillidh* (pronounced 'kay-lee', gaelic for 'party'). We've had a rocky start, but we all came

whatcha gonna do

Call us victims of Hollywood pulp, but we'd rather collapse from heat stroke than jump in the water if we knew there was a great white shark within 100 miles.

Well, not to take away from the white shark's coveted spot as king of the deep and king of popular suspense fiction, but a recent study off Northern California has revealed that the ocean's biggest meat-eating fish may not be as dangerous to humans as once believed. Based on a five-year study of 8 to 15 sharks that return yearly to the Farallon



— cont'd

through with flying colors. We hope all our experiences with the boat end like this one: happily ever after.

— jay hawkins & janice roehr

when they come for you?

Islands, great whites are actually very finicky eaters: if it's not a seal or sea lion, they don't eat it. On the few occasions where the Farallon whites attacked other things — including an abalone diver — as soon as they realized it wasn't a pinniped, they released the mistaken quarry and swam away.

Northern California mariners have long known that white sharks come to the Farallones to feed on seals. But it wasn't

continued middle of next sightings page

refresher — cont'd

Of course, being disciplined professionals, we've never had any trouble keeping focused on the big picture. Nevertheless, we can't tell you how refreshing it was last month to take a group of about 15 people out who had never been sailing before. Many had never even been on a boat before, much less on the ocean. We took a short day trip from Ventura over to Anacapa and back, and though the wind was light and the sea flat, the day turned into one that none of us will soon forget.

We saw whales, which surfaced so close that everybody got to smell their

atrocious breath, and at least three different videocams simultaneously recorded the broad tails as they sounded. We sailed through a bit of fog, which dissolved into brilliant sun near the island. We saw seals all over the place. We saw flying fish — each experience eliciting shouts from the adults and squeals from the kids.

The highlight of the day came appropriately enough on the way home. We ran into dolphins. Not one of those small groups, either. This was a massive gathering of probably thousands of animals, the likes

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refresher — cont'd

of which we've only seen maybe a couple of other times in our lives. We motorsailed right through the middle of them and, as dolphins always do, they immediately took to the game. At any one time, there were 10 to maybe 25 of them frolicking right under the bow, from the surface to as far down as you could see. When we'd pop out of one side of the gathering, we'd turn around and drive through it again. Our group was screaming and whistling until they were hoarse. The dolphins were squeaking, clicking and sometimes broadjumping 10 to 15 feet through the air. It's hard to tell who was having the better time.

Our guests went home exhausted and elated. We went home exhausted and thankful; thankful that we could share something we enjoyed so much with friends and, through them, see the marvel of it all through new eyes once more.

collision in broad daylight

On June 18, the Coast Guard responded to a Mayday from the 50-ft sailing vessel *Renaissance*. The caller reported that the boat, with three people aboard, had collided with a merchant vessel 10 miles off Point Conception just after 11:30 a.m., and was sinking. Oil Platform *Harvest*, located only 9 miles north of the position, launched a rescue boat and helicopter. The former plucked the three uninjured people from the water and returned them to the oil rig. A Coast Guard helicopter then flew them to shore. Although the Coast Guard told us the boat was registered to a Kevin Reilly of San Diego, they were unable to provide more details of the collision by presstime. Our attempts to contact Reilly were unsuccessful.

au revoir, bernard

Famed French sailor and author Bernard Moitessier died of cancer June 16 at his home in Vanves, near Paris. He was 69. For the last decade, Moitessier had been living and writing at Vanves with his longtime companion, Veronique Lerebours. His recently published memoirs, *Tamata et l'Alliance*, is a best-seller in France.

Moitessier became famous for his daring sailing exploits, often done solo. He grew up in French Indochina and first went to sea on junks, including *Marie Therese*. Later, aboard his steel ketch *Joshua*, Moitessier and his first wife Francoise sailed via Cape Horn from Tahiti to Alicante, Spain, making what at the time was the world's longest nonstop yacht voyage.

In 1968-69, again aboard *Joshua*, Moitessier sailed more than 30,000 miles in the first nonstop round-the-world sailing race, which was sponsored by the *Sunday Times* of London. He left Plymouth on August 22, 1968, sailed down the Atlantic and around the Cape of Good Hope, through the Indian Ocean, past Australia to the Pacific, and rounded Cape Horn in February, 1969. Though he was several weeks ahead of his nearest competitor, Robin Knox-Johnston, Moitessier decided in mid-Atlantic not to finish the race, and instead sailed on for another three months, ending his trip in Tahiti on June 21. In all, Moitessier survived five knockdowns and tremendous gales and seas, and covered 37,455 miles without touching land — or getting a shave or haircut.

I first met Bernard in Tahiti in 1970 when *Joshua* was tied up at the Papeete quay and he was busy writing *La Longue Route*, the story of his circumnavigation. Once he learned I spoke French and knew sailing (I had crewed to Tahiti from Panama), Bernard wanted me to translate it. One thing led to another and Bernard became the catalyst for two great milestones in my life: I translated *The Long Way* (Adlard Coles/William Morrow), the first of eight books I've done since. Then, under the spell of Bernard's prose, I sailed solo from Tahiti to Hawaii, a fledgling sent off with the master's good wishes. (At the solemn moment of my departure, Bernard carefully pulled my gangplank back . . . and promptly dropped it in the water.)

continued outside column of next sightings page

whatcha gonna

until the late '80s that Dr. A. Peter Klimley, a marine animal behaviorist working at UC Davis's Bodega Marine Labs, realized this moveable feast could add significantly to the body of knowledge about great whites. (As open-ocean sharks that cannot survive in captivity, comparatively little is known about the lifestyles of white sharks.) In 1987, he organized a 'shark watch' from atop Lighthouse Point on Southeast Farallon. Ever since, student volunteers armed with videocams have manned the watch when the sharks return in late summer and early fall.

Between 1987 and 1992, these observers recorded 131 white shark attacks. Klimley analyzed each of them and came up with some fascinating hypotheses that were published in the March/April issue of *American Scientist* magazine.

Among those findings were that great whites, unlike many other sharks, are much more hunters than scavengers. They actively hunted — or more accurately, 'ambushed' — seals, but would not eat a dead seal that had begun to decompose. Also different from most other sharks, great whites — which are actually only white on their bellies; their topsides are dark, making them harder to see from the surface — hunt almost exclusively during daylight hours.

But perhaps the most interesting observations for boaters who still have *Jaws* flashbacks before taking that refreshing plunge: mature great whites prefer a decidedly high-fat diet. In addition to seals and sea lions, this includes whales and porpoises. Klimfel postulates the reason is the great white's need to fuel one of the animal kingdom's most amazing growth rates — up to 5% a year in length and 15% in weight. By the way, the whites who come back to the Farallones year after year are about average in size: 13 to 18 feet with a top weight of about 4,500 pounds.

Based on the evidence, attacks on non-pinnepeds — a pelican, the ab diver and scientific 'test bait' like goat meat, surfboards and so on — are thought to be a cases of mistaken identity.

tips for surviving

- Don't swim at the Farallones or anywhere else there are great numbers of seals or sea lions.
- Have an experienced surgeon and trauma nurse as part of your crew, or a very complete medical kit and a spouse that sews well.
- Leave your seal impressions for the home swimming pool.
- Swim only with people who are fatter than you.

do — cont'd

Great whites attack seals from below, when the mammals are at or near the surface. The shark chomps down, pulls the pin-niped under and bites out a chunk. The stricken animal dies by what scientists call 'exsanguination' and the rest of us call bleeding to death. When the dead seal floats back to the surface, the shark eats it.

The significant difference in cases of mistaken identity is that the sharks do not bite out a chunk, and do not return to feed. The case of abalone diver Mark Tisserand, who was attacked at the Farallones on September 9, 1989, was classic: he was just below the surface, pausing to clear his ears when a shark hit him from below. It seized him in its jaws, pulled him down for five to seven seconds — then suddenly let him go and swam off. No big bite, no return to dine. (Okay, it's probably also significant that Mark was beating the hell out of the shark's face with the butt of a bang stick all during the attack.) Of course, even cases of mistaken identity can be lethal for victims. Tisserand bled heavily and was lucky to live through the incident.

Seeming to confirm the high-fat hypothesis is a separate study of sea otters that have been found dead along the coast of Santa Cruz. Among those showing bite wounds and tooth fragments from great whites, all were whole animals. A sea otter, which is composed primarily of muscle rather than fat, has yet to be found in the stomach of a great white.

There was one other question we had for Dr. Klimfel, a former sailor who says he still looks forward to his monthly *Latitude*: Do great whites really breed in Tomales Bay?

"There's a difference between breeding and birthing," he said. He went on to note that the big sharks do come in to Tomales (attacks on seals have been witnessed inside the Bay) and may complete the mating ritual there. But based on the sizes of sharks caught along the coast, the great whites of West Coast waters are now thought to give birth in the waters off Southern California.

shark encounters

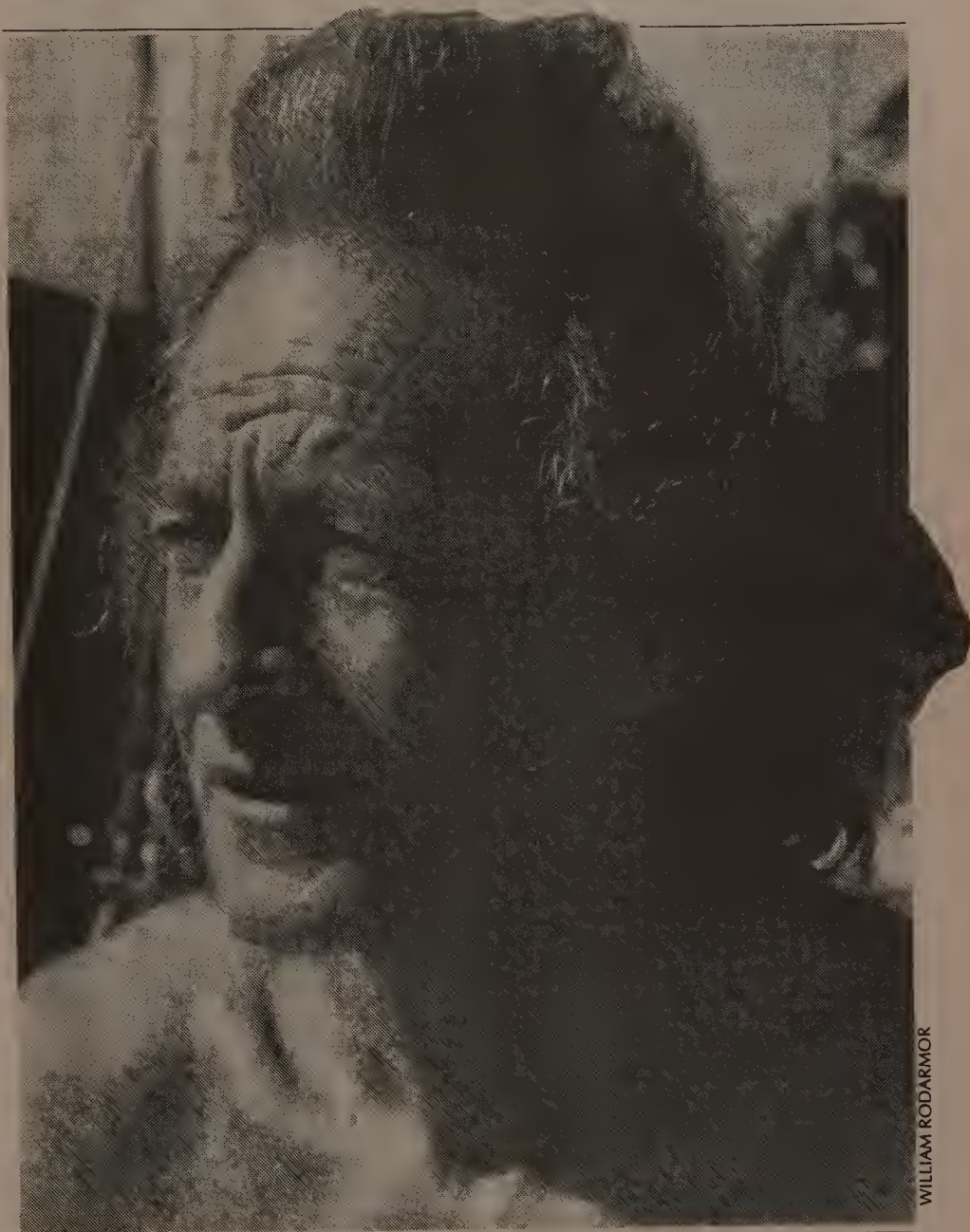
- If you are attacked, beat the shark in the face with anything you can. A shark's head has mechanoreceptors that make it sensitive to contact with hard objects.

- Keep accurate notes (bite width, number of stitches, etc.) on the experience to share later with researchers.

- Become a devout follower of any religion that believes in reincarnation.

- Hope the shark that's attacking you is not a tiger shark. They do eat people.

bernard — cont'd



WILLIAM RODARMOR

Bernard Moitessier in Tahiti in 1970.

After Papeete and Moorea, Moitessier continued to travel. He lived for some years on the atolls of the Tuamotu archipelago, visited Sausalito in 1980-81, and moved to France in the mid-'80s.

Though less well known in the United States, Moitessier was a hero and guru to an entire generation of European sailors. In addition to *The Long Way*, he wrote a number of other books, including *Un Vagabond De Mers Du Sud* ("Sailing the Reefs"), *Tamata Et L'Alliance* (not yet translated into English) and his last book, *Cap Horn A La Voile* ("Cape Horn: The Logical Route").

Throughout his life, and influenced by the Buddhism of his native Indochina, Bernard Moitessier had a spiritual, meditative side and a deep commitment to ecology and natural ways of living. His friends hope to establish an annual *Prix Moitessier* to recognize not only his sailing exploits but also actions that protect the planet and its ecology — acts that stem from what Moitessier called "the intelligence of the heart."

In addition to Veronique Lerebours, Moitessier is survived by a brother, Gilbert, of Hong Kong; a sister, Elizabeth, of Paris; his first wife Francoise; and his second wife Ileana and their son Stephan, both of Santa Monica, California.

— william rodarmor

coast watch

It doesn't take a rocket scientist to figure out why the Coast Guard is much busier dealing with recreational boaters now that summer is here. Here are a few of the more noteworthy SAR (search and rescue) missions conducted from mid-May through mid-June.

May 16 — Early this Monday morning, a 65-year-old man rented a 16-ft skiff in Santa Cruz Harbor and motored out for a day of fishing. Sometime in the afternoon, a passing boat spotted the skiff offshore — with no one aboard. The man's wallet, knife and fishing pole were all there, though. An extensive search by a helicopter, Coast Guard 41-footer and two Harbor Patrol boats turned up no sign of the fisherman.

— The ship *Pacific Explorer*, enroute from Mexico to Japan, called the Coast Guard requesting medical advice. They had a patient aboard suffering from what appeared to be appendicitis. A CG flight surgeon recommended a regimen of antibiotics, IV and pain medication — and that the ship turn around and take the man back to Acapulco. The captain said he couldn't do that until he checked with the ship's owner. About two hours later, the ship called again to say the man had taken three pain pills and was "feeling fine." They no longer needed Coast Guard assistance. Case closed.

May 19 — Talk about a bad day. . . The Coast Guard RCC (Rescue Coordination Center) in Long Beach got a call via overseas operator from the motorboat *Special Event*. They were standing by the motorboat *Lugar*, which had lost both engines and was DIW about 22 miles from shore, 90 miles southwest of Turtle Bay, Mexico. The two guys aboard *Lugar* had attracted the attention of *Special Event* with flares, and were able to talk to them on VHF.

Due to the sea state (8-10 feet) and the distance involved, *Special Event* was not able to tow the 41-ft *Lugar*, but they did offer to take the people with them to Turtle Bay. *Lugar's* crewman accepted the offer, but the 65-year-old skipper refused to leave.

By the next day, the skipper changed his mind. By that time, he was talking to a Coast Guard C-130, which had flown out to evaluate the situation. They called *Special Event*, but the skipper of that boat said he didn't have enough fuel to go all the way back, pick up *Lugar's* owner and still make it to Turtle Bay. The C-130 then contacted the cruise ship *Star Odyssey*, which diverted from 50 miles away and transferred *Lugar's* owner aboard. They rigged a tow to *Lugar*, but it parted soon after. (41-foot powerboats apparently don't like to be towed at 16 knots.) *Lugar* was left adrift. The owner arrived in Los Angeles aboard *Star Odyssey* on May 22.

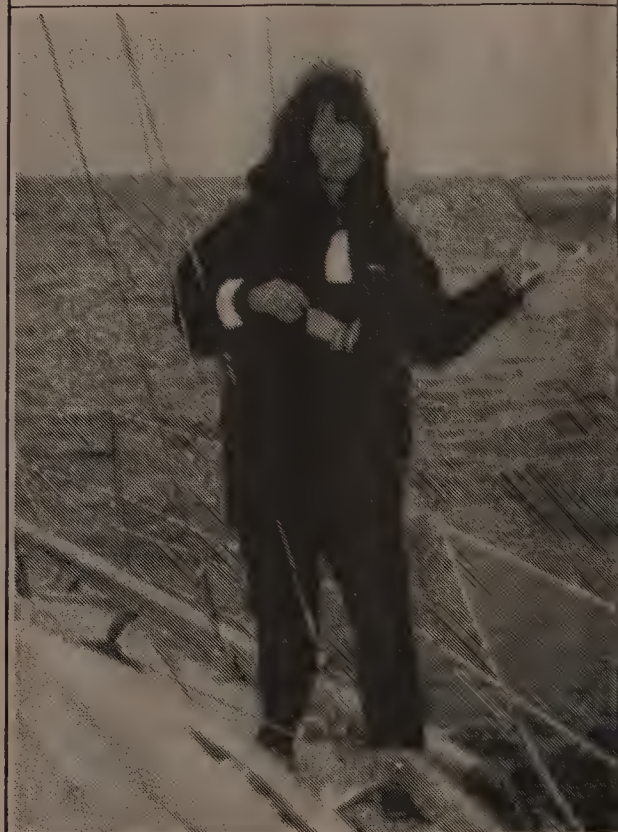
May 24 — The 26-ft sailing vessel *Tahn* was reported overdue by the son of the singlehanded owner. The boat was supposed to have departed Puerto Vallarta on or about April 7, with an ETA in Maui of May 17. The Mexican Navy confirmed departure of *Tahn* from PV sometime between April 4 and 6. Ham radio nets were activated in both District 11 (California) and District 14 (Hawaii), and the case transferred to District 14.

— Exactly what happened in the collision between a ski boat towing a boogie boarder and a tug towing a barge down the Stockton Ship Channel is still not clear, but the result was that the ski boat's transom got ripped out and it sank immediately. All persons were pulled out of the water by a good samaritan and amazingly, there were no injuries. The Coast Guard is investigating the collision.

— A week into a voyage from Panama to Long Beach, the tug *Sea Victory* found that one of the two barges they were towing had a stowaway aboard — and he was hungry. Due to the size of the tow and sea state, the tug was not able to get the stowaway safely off the barge. At last report, they were trying to float food and water back to the guy.

May 30 — A propeller fouled by an errant line in the water caused injury and mayhem on this Memorial Day, when the instantly disabled 28-ft powerboat with nine people aboard got caught in surf and slammed ashore at Silver Canyon on the SE tip of Catalina Island. Units of the Coast Guard, Baywatch Avalon and Vessel Assist Catalina responded quickly. Baywatch Avalon was first on scene, reporting to the Coast Guard that one of the people aboard, a 50-year-old man, had sustained back injuries when he was thrown out of the boat and was in need of a medevac. A Coast Guard helicopter flew him to St. Marys Trauma Center in Long Beach. While Bay Watch Avalon took

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and latitude was there

It became an unofficial contest of sorts years ago: people just all of a sudden started sending photos of themselves holding up *Latitudes* in some of the, shall we say, more exotic corners of the earth. Our collection, most of which have been published at one time or another, includes 'Tudes at the Great Buddha in Japan, Red Square, the Trisuli River in Nepal, a base camp in the Alps and Saudi Arabia. We have photos of a fellow reading one while flying a hang glider over North Carolina and two — count 'em, two — pictures of guys reading *Latitudes* at the South Pole.

This month, add to the list Cape Horn (above) and Jericho (right). That's Ornaith Murphy aboard her Cal 39 *Sola II* above. According to the information written on the back, the photo was taken on her third trip to

doll

It's a classic situation, a common conundrum facing all too many married sailormen, would-be deepwater mariners, dreamers and readers of Slocum, Dana and Hayden.

I call it the walk-in closet syndrome.

Here's how it works. After years of planning, saving and scheming, a guy at last meets the girl (okay, okay — woman) of his dreams and buys or builds The Boat. This guy thinks he's on his way; he's going off cruising for a long, long, time.

But soon enough — usually shortly after

coast watch — cont'd

the other eight people aboard, Coast Guardsmen pumped the boat out and got it refloated. Baywatch then towed it back to Avalon.

May 31 — A Coast Guard helicopter and 41-footer out of Los Angeles responded to the report of a 46-ft powerboat taking on water off Point Vicente. Even the addition of high-volume pumps from the Coast Guard boat couldn't save it, though, and it eventually sank. The helo's return flight was interrupted by a call from another vessel taking on water. The helo arrived on scene off Avalon to find a trimaran that had sprung a leak in its main hull. They lowered a swimmer who was able to assist the crew with the pumps. Successfully 'dewatered', the boat was towed to Avalon by Vessel Assist.

June 2 — Although no recreational boats got in trouble, the second day of June is noteworthy for suicides off both the Golden Gate and Bay Bridges. The Coast Guard recovered both victims, who were pronounced dead at the scene. (Although usually unreported in this column, in the nine months that we have been receiving search and rescue summaries from the Coast Guard, an average of one to three people a month jump off Bay Area bridges.)

June 5 — When *Rescue 7*, the Long Beach Lifeguard's 26-foot rescue boat, started taking on water near the entrance to Alamitos Bay (Long Beach), they called the Coast Guard to rescue the rescuers. Another Lifeguard boat took the two people off *Rescue 7*. The Coasties took the boat under tow with one of their 41-ft utility boats, but had to cut the line when *Rescue 7* sank.

— Coast Guard Group Monterey responded to a rather bizarre suicide attempt — a 21-year-old woman who jumped in the water at Santa Cruz and was swimming out to sea. The woman was recovered by a Santa Cruz Fire Department boat before the Coast Guard arrived on scene.

— In Mission Bay (San Diego), a jet ski went out of control during a race and tumbled onto the beach, injuring six people. The Coast Guard is investigating the accident.

June 6 — Someone walking the beach in Santa Barbara saw a boat offshore fire a red flare. Equipment responding included a Coast Guard helicopter, a 41-footer, the cutter *Point Hobart* and a supply boat attached to Platform Holly. The latter located the vessel in 'distress'. The owner — who apparently does not believe in radios — said he shot off the flare because his engine had quit. The *Point Hobart* towed the boat into Santa Barbara.

June 7 — The problem with an INMARSAT C distress alert from a vessel 1,250 miles southwest of San Diego (relayed from France) was that the name on the distress message did not match the merchant vessel on record. By running the INMARSAT C number back through the system, more accurate information was found — and that revealed another problem: the vessel was supposed to be underway off Slovenia! The apparently non-emergency resolution of this case was anticlimactic to the various international resources who worked together to solve it. They included rescue centers in France, Spain, Portugal and England, as well as Lloyd's, which is located in Hong Kong and the company in Slovenia that owns the ship.

— A new search and rescue detachment established recently in Morro Bay had their first case this day. They rescued two people and a 24-ft powerboat that was foundering in 40-knot winds and 10-foot seas.

June 8 — Tijuana lifeguards requested Coast Guard assistance when they spotted a surfer in distress near Tijuana Slough. A Coast Guard helicopter eventually spotted the surfer exiting the water at Imperial Beach after paddling up the Tijuana River. As soon as the surfer spotted the helicopter, he dropped his board and took off running. The Border Patrol was alerted and took over pursuit.

June 12 — An aircraft inbound to Monterey spotted a dye marker in Monterey Bay, sparking a Coast Guard search on the sea and in the air. After several passes over the area, the 'marker' was determined to be a school of jellyfish that caused the water to appear discolored from the air.

— When a climber took a fall in an area inaccessible by land vehicles, the Department of Forestry requested help from the Coast Guard. A helicopter flew to the area two miles north of San Gregorio Beach and medevac'ed the victim to Peninsula Hospital, where he was diagnosed with two broken legs and possible back injuries.

June 14 — Normally a sailboat low on fuel is hardly cause for a call to the



COURTESY ORNAITH MURPHY

JOHN SKORIAK

old Cape Stiff on March 27 of this year.

Miri Skoriak is the model for the lower photo, and husband/ photographer John says they caused a not-so-minor traffic jam to get this photo. Hard to imagine that *Latitude* made it to Jericho before Yassar Arafat.

boats

the wedding — she informs him in no uncertain terms that she wants absolutely nothing to do with messing about in boats. She wants a house. She wants a walk-in closet.

This syndrome causes lots of divorces or, alternately, a lot of poor suckers living ashore in quiet desperation, mowing lawns, watching their hair turn gray, dying long before they drop.

But there may be a solution. Not, unfortunately, for the current generation of suf-

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coast watch — cont'd

Coast Guard. But when the sailing vessel *Toloo* found themselves low on fuel 500 miles southwest of Acapulco, becalmed and drifting south at 30 miles a day, there was cause for concern: one of the two people aboard was down to two weeks of medication for high blood pressure. In response to a call from *Toloo* advising them of the situation, the Coast Guard requested the nearby tanker *Petrobulk Stag* to divert and transfer enough fuel that the sailboat could power into Manzanillo.

June 17 — Finally, there's this. When we read somewhere that fishing is among the most hazardous of all pursuits, surpassing even firefighting, we thought they meant *commercial* fishing. Dave Humphrey of Redondo Beach proved otherwise when he hooked himself in the eyelid (Owwwww!) while aboard a charter fishing boat off Los Angeles. He was medevac'ed to San Pedro Peninsula Hospital.

short sightings

WASHINGTON, DC — Some "bad apples" in the Immigration and Naturalization Service are under fire in the nation's capitol for enjoying their jobs a little too much. The inspectors in question are among those placed on cruise ships to detect illegal immigrants. While this seems like pretty cushy duty to begin with, an investigation of the investigators has now revealed that the temptation of cruising has been too great for some. One guy who was

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doll boats

fering sailors, but for the next.

The solution came to me recently after reading a story about how women are indoctrinated from a young age to want a house. About the time all their baby teeth are in, little girls are given dollhouses, the article said, and they become fast impressed with the desirability of gingham curtains, Tidy-bowl and other domestic delights.

After reading that, I went around the harbor asking my sailing-couple friends if the woman had a dollhouse when she was little. After some three dozen queries an unmistakable pattern emerged: the great majority of women happy to be living aboard and perhaps going cruising never had dollhouses. Most of the women who couldn't wait to move ashore had indeed had dollhouses.

Around this same time, I ran across a book on baby cradle boats. That is, cradles made to look like very small boats. That's when the solution to the walk-in closet syndrome dawned on me — dollboats. To save future generations of would-be sailormen

*You got your arch criminals. You got your archers. You got the golden arches, Archie Bunker and Archie and Jughead. But what we want to know is where **this** arch is located. A T-shirt to the first correct response by mail. No phone calls, please. And you only get one hint: It's not Cabo San Lucas.*



— cont'd

from a feminine deadhead in their cruising plans, fathers should give their daughters dollboats instead of dollhouses.

A proper dollboat would accurately model, say, a Tahiti ketch or 65-ft Alden schooner built to an inch-equals-a-foot scale. It would be completely decked and rigged out, but with the topsides missing on one side.

The dollboat would sit in a sturdy little cradle on the girl's dresser, its insides fitted out properly with joinery, bunks that can be made, gingham curtains over portholes and a little bitty head they can pump 30 times.

If in this way we could impress all those young female minds with the desirability of boat living, think of the service we will have performed for countless sons.

Dollboats would also provide all those lawyers with garages full of Brookstone tools something to do while the wife is making the kid. Or, if the father is a klutz, it would create yet another cottage industry for that league

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shorts — cont'd

supposed to be on a one-way ride from Mexico to Miami instead took a round trip, with his wife along, at government expense. Others have tried to get discount tickets for friends and family members. Many have enjoyed more 'innocent' gratuities, presumably resulting in more lenient inspections.



CHRISTINE WEAVER

Despite us getting the dates mixed up in the last issue (sorry, sorry), the Master Mariners Boat Show at the Corinthian YC on June 26 was a big success. Look for a repeat next year, when maybe we'll announce the correct dates.

THE OCEANS OF THE WORLD — "Catching a giant bluefin tuna is like catching a new car," says Michael Sissenwine, senior fisheries scientist with the National Marine Fisheries Service. He's not referring to just the figurative thrill of landing one of the world's prime game fish. The fact is that giant bluefin of 300 pounds and greater are a luxury item in Japanese sushi restaurants, and a single fish has been known to bring \$25,000. So more people are fishing bluefin than ever before and the giant fish are becoming fewer and far between.

It's just one of the conundrums that has ecologists and fisheries experts wringing their hands: the world's fisheries are being depleted by pollution, loss of habitat, climatic changes and other things, but one of the major culprits is simple overfishing. According to an article in the spring issue of *The Amicus Journal* (published by the Natural Resources Defense Council), the capacity of the international fishing fleet doubled between 1970 and 1989 (from 13.5 to 25.5 million gross tons) and fisheries all over the world are on the brink of collapse. A prime example in North America is the once thriving cod fisheries off Newfoundland. In addition to putting food on the plates of hungry people for the last couple hundred years, cod fishing contributed significantly to the development of fast sailing boats — *Bluenose*, *Else* and the many other lovely Gloucester schooners that used to race home from the Grand Banks. Now the cod fisheries are all but dead, 25,000 fishermen and plant workers are out of jobs and scientists predict it will probably take until the turn of the century for Newfoundland's cod fishing to re-open.

On this coast, the California sardine fishery still holds the record of the most fish taken in a single year: 663,859 metric tons in 1936. By the '50s, the take was between 50 and 100 tons a year and there were still no regulations. The industry died so completely in the early '60s that a brief resurgence in the mid-'80s was fished out by Japanese and South American fishermen before our guys could even get geared up for it. (Scientists and legislators are trying to iron out quotas for another predicted sardine comeback.)

All of which only leads to more conundrums: with prime fisheries going away, commercial boats are "fishing down the food chain" — going after less desirable but more plentiful species. This puts those species at risk and upsets the balance even more. It's now thought by many that the sharp decline in the population of Steller's Sea Lions in the Bering Sea (they're now listed as a

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shorts — cont'd

threatened species) is due to overfishing of pollock, the sea lions' main food source.

PIER 39 — It may come as news to some of you — we still have a hard time believing it ourselves — but Pier 39 is the third best attended tourist attraction in the nation. Only Disneyland and Disney World see more people walk through the turnstiles every year. And it shows no signs of slowing down. The latest addition to the Pier, a \$38 million Monterey Bay-style aquarium, has finally begun construction after the usual long and tortured path through the political labyrinth of committees, regional agencies and public hearings. When completed in the fall of next year (don't hold your breath), visitors to Underwater World will board a moving walkway and be whisked through an acrylic tunnel beneath the water through a 700,000-gallon fish tank. The tank will contain more than 2,000 fish. It's not known yet whether planners are going to recreate an actual Bay bottom by lining it with winch handles. On the horizon for Pier 39: seaplane rides around the Bay and a Victorian-design Ferris Wheel.

THE PORT OF SAN FRANCISCO — An interesting *Chronicle* clip last month noted that the 'fun' factor of the San Francisco waterfront (notably Pier 39 and Fisherman's Wharf) is growing by leaps and bounds, while commercial shipping — once the lifeblood of the City — has all but left the place a ghost town of its former glory. In just the last few months, two major shipping lines have upped anchor and moved over to Oakland, and the last remaining major shipper, Evergreen Lines, is considering a similar move when their contract runs out next June. Five of seven smaller shippers have left or are intending to leave. In response, the port plans to cut its maritime staff from 48 to 14.

While all this is going on, another report released by the California Ocean Conference Coalition notes that in 1993, the California Port System directly and indirectly employed nearly 500,000 people, and was one of only a few industries that have actually experienced growth during recessionary years. "If shipments through California continue to grow at an annual rate of 10%, the state could add almost 800,000 jobs over the next five years," notes the report. "These are jobs that will not exist if the ports are not allowed to reinvest their funds in continuing capital improvements and growth."

FOSTER CITY — An unidentified windsurfer, unable to make it back to shore against strong winds near the San Mateo Bridge, thought up a novel solution to his predicament. He climbed up one of the bridge supports, got into a small boat suspended above the water (bridge workers use them for maintenance) and used the boat's radio to call for help. By the time firefighters arrived, the boardhead had walked up a catwalk to the main deck of the bridge. He declined medical treatment, and police took him to his parked car. No word on what happened to his board.

PUERTO RICO — According to the bi-monthly *Caribbean Boating*, Coast Guard and Commonwealth agencies teamed up to seize a total of 34 bales of cocaine on the evening of May 16. The bust started about 14 miles north of Aguadilla, when a C-130, alerted to 'activity' in the area, flew over and spotted 18 bales in the water. As those were being fished out, Marine Police arrested four Dominican nationals in a 25-ft yola — an open fishing boat.

Meanwhile, the cutter *Point Whitehorn*, which had been helping in the seizure, was diverted to an area of more 'activity' a short distance away. They located another yola with 16 more bales still aboard. The dope and five more Dominicans were seized, but their leaky boat sank.

In all, 34 bales with a combined weight of more than a ton were handed over to U.S. Customs. No street value was mentioned, reportedly because *Caribbean Boating's* typesetter burned out trying to print all those zeros.

ENGLAND — We've done some stories on people who have cruised on a shoestring, and some who don't even have enough for shoestrings. We've done pieces on people who spent less on a year of cruising than we do on lunches in a month. For a look at the other end of the spectrum, a Buckingham Palace representative announced last month that Queen

continued outside column of next sightings page

doll boats

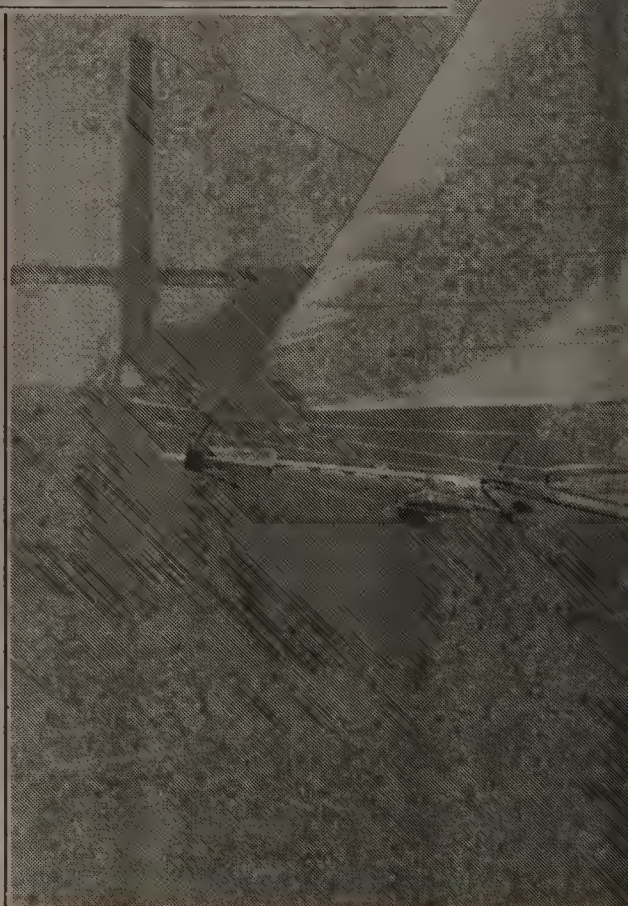
of craftsmen in L.L. Bean boots and plaid shirts who can build 'em and sell 'em in those terminally cute 'shoppes' in places like Camden, Maine, and Sausalito.

Dollboats have a further advantage over dollhouses. When a daughter is through with

lookin'

Curlew is a 65-ft Alden schooner owned by Patrick and Marlene Russell of Seal Beach. They brought the boat up to compete in the Master Mariners Regatta on May 28.

You can read more about the race starting on the next page. The reason you're reading about the boat in our lookin' good feature is because of something her crew accomplished during the race. Shortly after this photo was taken, *Curlew* rounded her



— cont'd

a dollhouse, it ends up in the attic collecting dust. When she outgrows a dollboat, you simply turn it around and put it on the mantle — presto, a proper model.

— brooks townes

good

second mark and a seam in the main blew out. The crew got the sail down immediately. While some of them returned to sailing the boat under her remaining canvas, others turned to with needle and thread (inset). In under an hour, the tear was fixed and the main back up. Despite the delay, *Curlew* still posted the fastest elapsed time and won the division. If that ain't lookin' good, we don't know what is.

shorts — cont'd

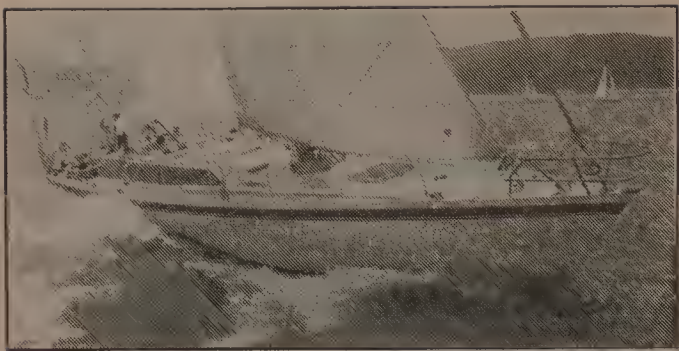
Elizabeth II is giving up the royal yacht. The reason is that the 412-ft *Britannia* and its crew of 255 cost the Royal Navy about \$16 million a year to operate. No word yet on what's to become of the vessel after it's decommissioned in 1997, but don't be surprised to see it turn up as a *Queen Mary*-type tourist trap somewhere along the Thames.

OUT THERE — There is a drawback to relying exclusively on cellular phones out on the water. No, it's not that brain tumor thing. It's that rescuers can't home in on the signal from a cellular phone like they can with a VHF. So if you're in trouble and call for help on your cellular, turn your VHF on too — even if you're still pissed off at the FCC for raising the licensing fees and don't plan to transmit on it. It will help rescuers find you more quickly.

15 DIFFERENT COUNTRIES — That's how many were on a recent list released by the Coast Guard of substandard ships. The Coasties intend to 'target' ships from Paraguay, Dominican Republic, Belize, Peru, St. Vincent and the Grenadines, Ecuador, Venezuela, Honduras, Argentina, United Arab Emirates, Vanuatu, Cyprus, India and the Bahamas for increased safety inspections whenever they enter U.S. waters. The action is part of a U.S. initiative begun on May 1 to eliminate substandard ships from our waters.



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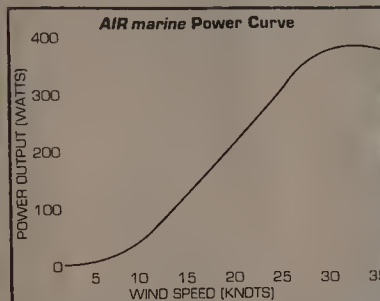
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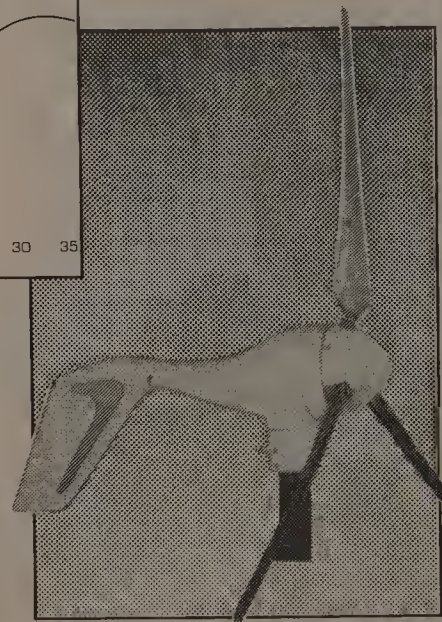
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1994 MASTER





MAJINERS REGATTA

Warm sun, gentle breezes and flat water. If it weren't for the Golden Gate in the background, you'd have thought it was San Diego during the America's Cup. But in fact, those were the conditions that greeted the 92 entries in the 127th annual Master Mariners Regatta on Saturday, May 28.

It gave way to an interesting turn of events. As late as three or four years ago, the Master Mariners sailed in winds gusting to nearly 40 knots — gnarly breezes that closed down other sailing events up and down the coast. With a few exceptions, the smattering of Southern California boats that dared venture north to participate got their proverbial sterns handed to them in the competition.

This year, the iron men (and women) of the local fleet ate a bit of crow. Three of five Southern California boats that came up for the race won awards, and one, Patrick Russell's lovely 65-ft schooner *Curlew*, sailed the fastest elapsed time in its division. To add insult to injury, *Curlew* blew their main out at the second mark and "sailed as a funny-looking sloop for about 40 minutes while we sewed our brains out," said crewman Marcus de Cevrieux.

Other visitors who acquitted themselves well included Robert and Parlene Spriggs' 62-ft Rhodes ketch *Alert*, Doug Smith's 46-ft sloop *Andale* and Bob Gilbert's incredible 90-ft Fife cutter *Bloodhound*.

Andale and *Bloodhound* deserve special mention. The former gained local fame here on the Bay back in the '50s under then-owner William Stewart III, Commodore of the St. Francis YC. A California 32 (for her waterline length) built in 1952, she fell on hard times after leaving the Bay. In 1976, she was confiscated by the Mexican government for drug trafficking. San Diego's Doug Smith acquired the boat in the early '80s and has restored her to her Bristol condition.

Bloodhound is a recreation of an 1800s English cutter the likes of which, to our knowledge, has never before sailed Bay waters. *Bloodhound*'s gargantuan spars and

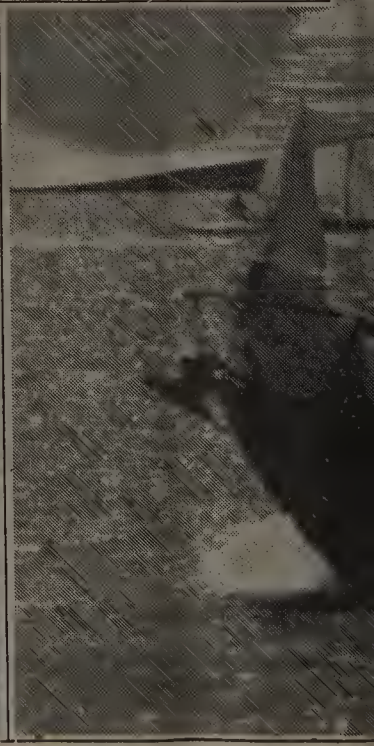
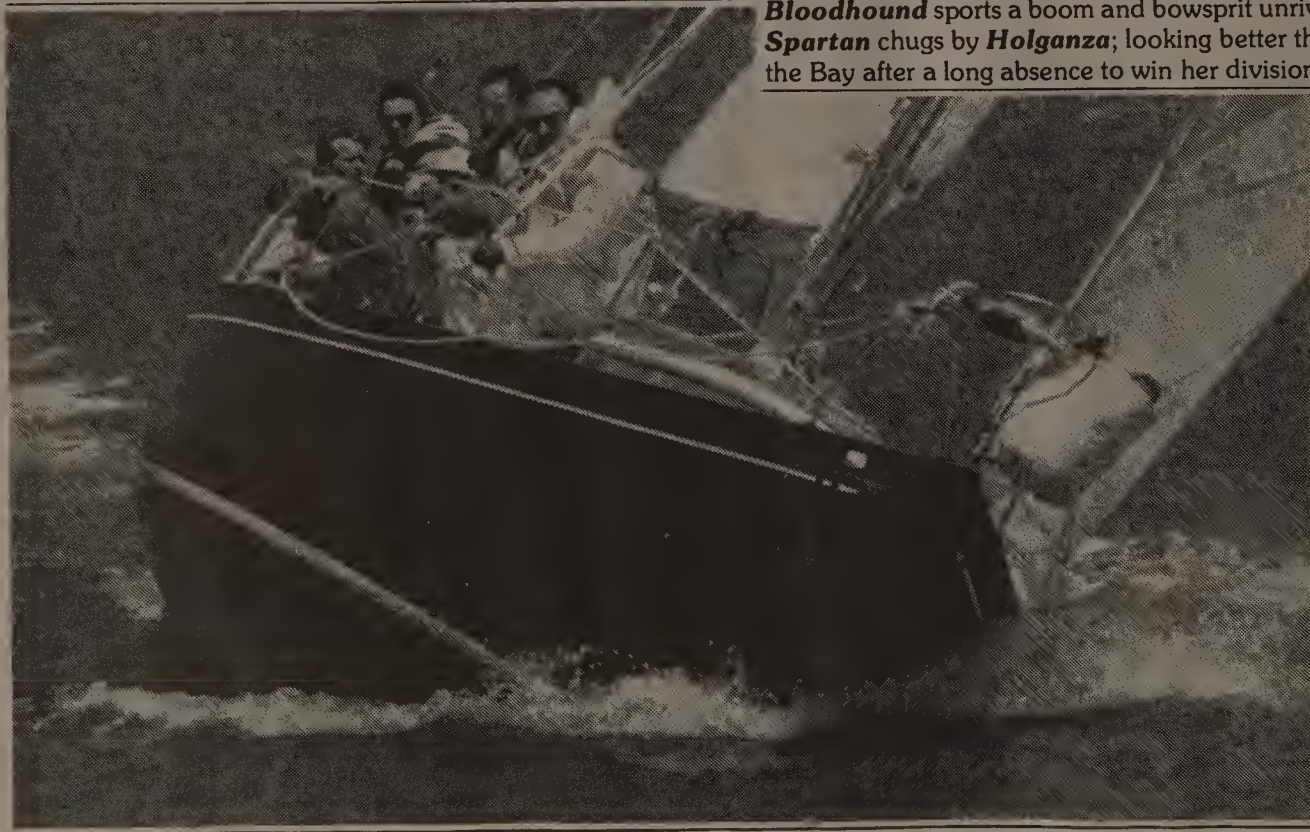
continued on page 98

'Brigadoon' celebrated her 70th birthday this year by taking division honors. Photo by Pat O'Daniels.

1994 MASTER MARINERS REGATTA



Master Mariners action (clockwise from here): one hand for the boat, one hand for the photo boat; (top) puffin' on **Puffin**; (center) **Kala** in hot pursuit of **Maramel**; tending the store on **Wilhelm H. Starck**; (inset) the 1800s replica **Bloodhound** sports a boom and bowsprit unrivalled in the animal kingdom; **Spartan** chugs by **Holganza**; looking better than ever, **Andale** returned to the Bay after a long absence to win her division.





MASTER MARINERS REGATTA

1994 MASTER MARINERS RESULTS

| Name | Type | Yr. Built | Owner | Name | Type | Yr. Built | Owner |
|-----------------------------|-----------------------|-----------|---------------------------|--|----------------------|-----------|--------------------------|
| BIG SCHOONER (7 Boats) | | | | MARCONI IV (18 Boats) | | | |
| 1) <i>Curlew</i> | 65' Alden schooner | 1926 | Patrick Russell | 1) <i>Curmudgeon</i> | 27' Crosby sloop | 1938 | Don Thackery |
| 2) <i>Clover</i> | 66' Luke Bros. cutter | 1938 | Lee & Diane Deckard | 2) <i>Due Sim</i> | 17' Kilkeny sloop | 1939 | Rick Olson |
| 3) <i>Bloodhound</i> | 90' Fife cutter | 1993 | Robert Gilbert | 2) <i>Wizard of Bristol</i> | 28' Herreshoff yawl | | Jim & Adrienne McGee |
| GAFF I (3 Boats) | | | | 3) <i>Westerly</i> | 30' S&S sloop | 1939 | Noel Duckett |
| 1) <i>Brigadoon</i> | 65' Herreshoff sch | 1924 | Terry & Patty Klaus | OCEAN I (4 Boats) | | | |
| 2) <i>Nightwatcher</i> | 50' Chapelle sch | 1978 | Ken & Patty Godshalk | 1) <i>Andale</i> | 46' Potter sloop | 1952 | Doug Smith |
| 3) <i>Lille Danser</i> | 50' Crealock | 1976 | Robert Allen | 2) <i>Athene</i> | 63' S&S yawl | 1937 | Christopher Schroll |
| GAFF II (8 Boats) | | | | 3) <i>Valiant</i> | 45' S&S sloop | 1960 | Jeff McNish |
| 1) <i>Tai Kuri</i> | 40' Wykoff ketch | 1971 | Skip & Patricia Henderson | OCEAN II (8 Boats) | | | |
| 2) <i>Makani Kai</i> | 40' Angelman ketch | 1970 | Ken & Kristine Inouye | 1) <i>Mistress II</i> | 38' Farallon Clipper | 1955 | Dan & Eileen Drath |
| 3) <i>Wilhelm H. Starck</i> | 39' Roth schooner | 1986 | Ray Farnow | 2) <i>Chorus</i> | 38' Kettenburg | 1958 | Peter & Kathleen English |
| GAFF III (1 Boat) | | | | 3) <i>Credit</i> | 38' Farallon Clipper | 1952 | Bill & Janice Belmont |
| 1) <i>Pilgrim</i> | 28' Atkin cutter | 1955 | Glenn Burch | BEAR (4 Boats) | | | |
| MARCONI I (14 Boats) | | | | 1) <i>Trigger</i> | 23' Nunes sloop | 1938 | Scott Cauchois |
| 1) <i>Taaroa</i> | 43' Takoi sloop | 1959 | John Knoebber | 2) <i>Sugar Foot</i> | 23' Nunes sloop | 1938 | Marty Zwick |
| 2) <i>Barbara</i> | 58' Alden schooner | 1932 | Robert Klemmedson | 3) <i>Huck Finn</i> | 23' Nunes sloop | 1938 | Margie Siegal |
| 3) <i>Grisette</i> | 58' Hope cutter | 1904 | Jessup/Van Dyke et al | BIRD (3 Boats) | | | |
| MARCONI II (10 Boats) | | | | 1) <i>Polly</i> | 30' Alden sloop | 1993 | Floyd Wheatley |
| 1) <i>Tere</i> | 45' Warner yawl | 1939 | Joseph & Katie Horn | 2) <i>Skylark</i> | 30' Alden sloop | 1927 | Peter Brosig/Jane Hook |
| 2) <i>Nautigal</i> | 38' Spaulding sloop | 1938 | Charles Stokes | 3) <i>Swallow</i> | 30' Alden sloop | 1937 | Robert Keefe |
| 3) <i>M'Lady</i> | 38'6" Ulstrup sloop | 1937 | Yasuko Tamizawa | SPECIAL AWARDS | | | |
| MARCONI III (12 Boats) | | | | Baruna Cup (1st Place Perpetual): <i>Andale</i> | | | |
| 1) <i>Duyong</i> | 33' Unknown ketch | 1971 | Paul Hartnett | Billiken Bell (Fastest Gaff): <i>Brigadoon</i> | | | |
| 2) <i>Simoon</i> | 33'6" Rhodes sloop | 1957 | Dale & Luisa Williams | Deadeye Trophy (Fastest Marconi): <i>Barbette</i> | | | |
| 3) <i>Eclipse</i> | 31' Reimers sloop | 1940 | Richard & Millie Biller | Lyle Galloway Trophy (Fastest Under 30'): <i>Wizard of Bristol</i> | | | |
| | | | | Longest Distance Travelled: <i>Alert</i> (San Diego) | | | |

plumb bow bespeak an era long gone, but the boat was actually built and launched in Southern California only last year. (Look for a feature on *Bloodhound* in the near future.)

In days past, back when U.S. Grant was in the White House and the Master Mariners Regatta was sailed in working ships of the line, the good showing by out-of-the-area boats might have been taken as a serious breach. These days, visiting boats are welcomed with open arms, and their victories met with handshakes and congratulations from local fleet members. The kindred spirit among owners of pre-war woodies clearly runs beyond mere competition.

The boats from 'down under' certainly weren't the only ones to shine out there this year, though. Despite the moderate breeze, many of the usual suspects returned to the tops of their various divisions as they seem to do year after year, with a few new additions to spice things up.

And there were the usual heartbreaks. Perhaps the most notable of these was Bill and Janice Belmont's Farallon Clipper *Credit*, which led the entire Veteran Ocean Racer division until the last mark. At Harding Rock, they (along with a several other boats) misjudged the flood and tacked too soon. Like they say, that's sailboat racing.

One of the most interesting finishes was in

Marconi IV, where Rick Olson's 17-ft sloop *Due Sim* posted the same elapsed time as Jim and Adrienne McGee's 28-ft Herreshoff yawl *Wizard of Bristol*. The time was good enough to tie the boats for second place and set the elapsed time record for the division! (With handicaps built into the reverse-handicap start, Master Mariner crews don't have to wonder where they stand — boats place exactly as they finish.)

Another notable finish was *Brigadoon*. Although Terry Klaus's magnificent 65-ft schooner always does well in Gaff I — often setting the elapsed record — Terry and his well-honed crew have played bridesmaid in the overall standings for quite awhile now. In fact, upon looking through our back issues, we discovered that the last time they won the division was exactly 10 years ago. This year, *Brigadoon* finally broke the curse, once again taking home the first place prize: a silken banner emblazoned with a strutting gamecock. This carryover from the old days (one banner per division, no overall winner) is easily the most coveted prize awarded at the post-race get-together at the Encinal YC, where the Master Mariners traditionally go on to party as hard as they sail.

As another Master Mariners Regatta slips into the record books, it's worth reflecting on its continued success, no matter what the weather.

To participate, boats must have been built before World War II, or built to prewar designs using materials and methods in use then. While at first glance this would seem to limit the regatta to a dwindling number of creaky old participants, just the opposite is true. The number of participants always hovers around 100 (our research revealed an all-time high of 127 in 1987), and every year sees at least one or two new boats join the ranks of beautifully cared-for and/or painstakingly restored veterans. Fueling it all are sailors with a whole year's worth of enthusiasm saved up for this one 'serious' classic yacht regatta of the year on the Bay. And it shows.

This year the Master Mariners may get to spread that enthusiasm around a bit. Doug Smith's *Andale* is going to use the July 2 San Francisco to Santa Barbara Race as a springboard for her trip back home. San Rafael's Peter English hopes to give her a run for the money with his Kettenburg 38 *Chorus*, which is also entered in the race — as is Dave James' San Francisco-based Lapworth 36 *Leda II*. Further down the line, the Wooden Hull Yacht Club of Huntington Beach has extended an invitation to our local Master Mariners boats to join them for the Dana Cup, a wooden boat regatta held the first weekend in October off Dana Point.

— latitude/jr

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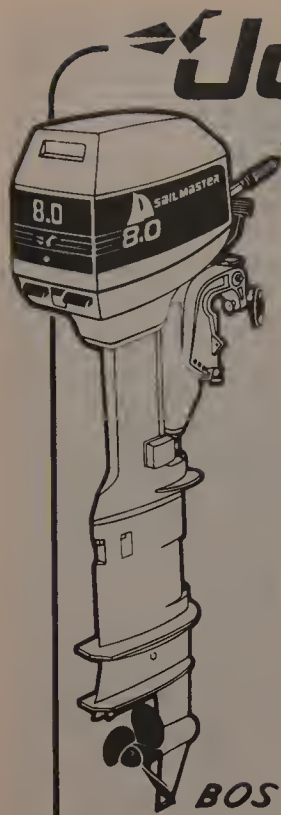
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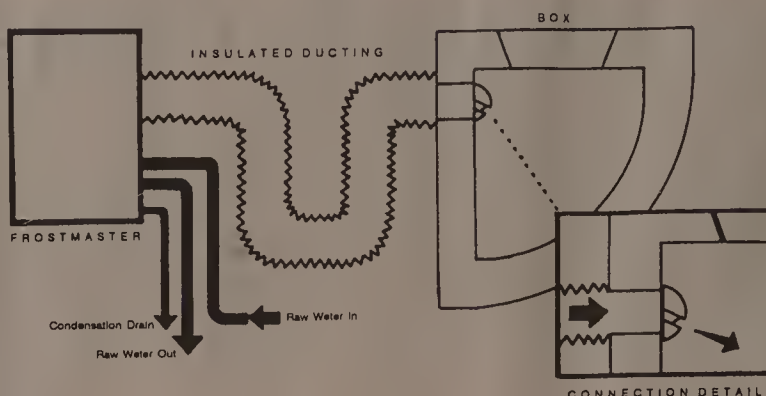
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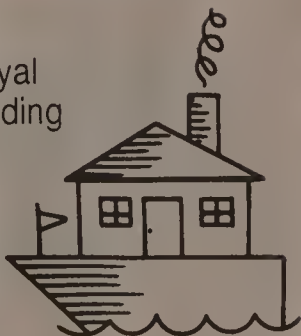
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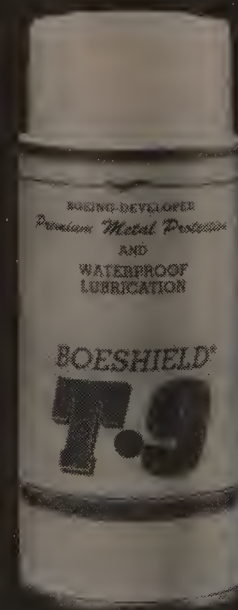
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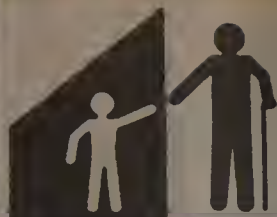
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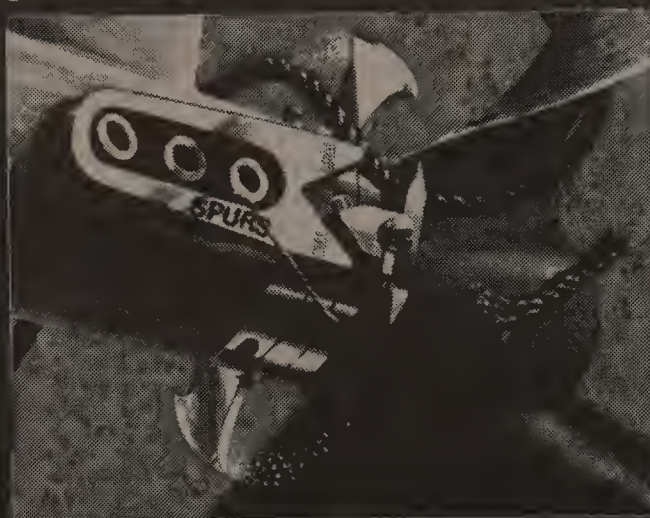
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TIM MCGHEE — CRUISING

While many of us are trying to figure out how to get on the information superhighway of the future, it's comforting to know there are still people out there like young Tim McGhee. The 24-year old sailor, mountain climber, boat builder and vagabond has found the rewards of traveling the frontage road, where the pace is less frenetic and the view (especially since those damn sound

ambassador for the mythical Generation X, he's smart, affable, accomplished and very talented. Whether he's typical or an anomaly, we don't know.

The youngest of five children, Tim grew up in Orinda, just over the hills east of Oakland. He spent his summers on Clear Lake, where he sailed Sunfish and his father's original Windsurfer board. The latter became a passion and by the time he was attending Miramonte High School, Tim was good enough to tackle the advanced board-sailing spots like Crissy Field and Berkeley.

After graduation, boardsailing got too expensive, so Tim sold all his gear and started climbing mountains for fun. "I learned a great deal about being safe and dealing with adversity," he says. He also scaled some pretty tall heights, including the face of Yosemite's Half Dome, shortly before going off to college.

The transition from granite rock to dorm rock was not an easy one. Tim struggled his freshman year at Questa College in San Luis Obispo. He recalled something on his SAT exams about the University of the Virgin Islands and decided to transfer. Through his sister, who had married a man from the islands, he landed a cheap apartment in St. Croix and settled in the Caribbean lifestyle.

Three months later, on September 17, 1989, however, fate dealt Tim and thou-

Adopting a "don't fix it unless it's broken" approach, Tim performed enough repairs to get the boat sailing.

walls have gone up) more enjoyable.

Tipped off about Tim by a reader, we tracked him down in a large, gritty warehouse in Alameda off Clement Avenue. Amidst the din of sanders, compressors and other power tools being used on powerboats, do-it-yourself rebuilds and an assortment of other projects, we found the black-haired, blue-eyed McGhee camped out next to the shell of his latest adventure: building a 30-foot double-ended wooden sloop from scratch. Sitting proudly on its cradle, the



Tim (left) and some cruising friends enjoy a musical interlude during Trinidad's 1992 Carnival.

hard-chined craft has been two years in the making with no definitive launch date in mind. "I just take every day as it comes," says Tim.

It's hard not to get swept up in the open-faced sincerity of McGhee. As an unwitting

sands of others a nasty blow in the form of Hurricane Hugo. The storm decimated the island and was followed by looting.

"Everyone went crazy," according to Tim. "There was no TV and no radio. It was a very scary place."

With only \$10 in his pocket (the banks were destroyed, too) and a case of "gnarly" ginseng drink for sustenance, Tim packed his bag and headed toward the airport. A mountain climbing friend had once told him St. John was a good island, so he managed to get himself dropped off there. Unfortunately, he had no money and no connections, but two doctors took him in for the night. More fortuitous events eventually delivered him to Maho Bay on St. Johns. He found work in construction and as a night watchman, and soon met a fellow with a Paceship 23, a pocket cruiser not unlike a Catalina 22. "He wanted to move up to a bigger boat and this one had been damaged by the storm, so he sold it to me," says Tim.

Adopting a "don't fix it unless it's broken"

THE FRONTAGE ROAD OF LIFE



Tim McGhee and the 'go anywhere' cruiser.

approach to boat ownership, Tim performed enough repairs to get the boat sailing. Part of that involved rejoining most of the hull and deck. Only later did he realize that the part he didn't fix, which was up by the bow, turned into a saltwater spigot in the cabin every time he sailed into a wave.

When you're 20 years old and the sun and wind beckon, however, this was not a major drawback. Finding work as a diver for objects lost off cruising boats and teaching boardsailing off the beach, Tim began his adventures at sea. He explored the Virgin Islands, hung out at bars with names like Foxey's and Soggy Dollar and Bomba's Shack. The latter is a huge party spot every full moon, with hundreds of people on the beach and generous libations of "magic tea"

that the proprietors brew up.

"I spent about six months vagabonding and then decided to sail down the island chain to Venezuela," Tim says. It took him a whole season to make the 450-mile voyage, including some backing and filling along the way. Most of the sailing he did by himself because, as he puts it, "I knew that I didn't know what I was doing. I didn't want to be responsible for another ignorant person."

Tim's first passage from Virgin Gorda to St. Martin set the tone. What is normally an overnight sail for most cruisers turned into a three-day survival trek on the little sloop. The first night out, the tilt-up rudder inadvertently tilted up and broke the tiller, which was attached to an autopilot. In pitch black, Tim found some scrap wood and drilled holes while his boat drifted toward an

unseen reef. He had lowered the sail and had to clean up the halyards before he could rehoist and start back upwind towards his destination. "I didn't know where I was by the time I got sailing again, but I began to see fish traps around me and I knew I was close to trouble," he recalls.

His was not the idyllic cruiser's life. He would often awake at dawn to fix what broke the day before and to get sailing in time to make the next anchorage before nightfall. The boat was constantly filled with water. When his cash reserve got down to \$50, he spent it all on food and started looking for work. He helped other cruisers a lot, climbing masts and helping work on faulty engines.

Two locations rank as his favorites. One was Guadeloupe, where he picked mangoes and bartered extensively with the locals, trading music tapes for food. The other was Trinidad, which he hit during Carnival time when the "masmakers" (party-goers) hit the streets. "I was docked in the middle of the action," he says. "It was outrageous!"

After reaching Venezuela, Tim decided to sail straight back to the Virgins and try his hand at open water sailing. He hauled out, fixed what he could and headed north. Again he was alone and his navigation skills were, at best, minimal. "I was totally lost," he admits. "The only way I could guess my location was by listening to my Walkman radio. Depending on which language was being broadcast, I figured I was passing certain islands. If it was French, for example, I guessed I was near Martinique."

Another broken rudder and three trips up the mast were the major mishaps on this voyage, plus a near grounding on the Saba Bank, a large shoal area southeast of the Virgins. "All of a sudden I could see these

"I didn't know what I was doing, and I didn't want to be responsible for another ignorant person."

coral heads underneath me!" he remembers. "I was overwhelmed by both fear and joy, afraid that I might hit one, yet glad to know where I was."

Back on St. John, Tim finally did run aground, on the shores of love. He met a

SHIMON VAN COLLIE



SHIMON VAN COLLIE

woman working on the *Roseway*, a schooner from Maine. When the boat headed north, Tim bid his lady an unhappy goodbye. A week later, the *Roseway* returned unexpectedly and Tim decided not to let her get away a second time. He quickly sold his boat and signed on as a deckhand. Two years after leaving the U.S., his first landfall was New

Gadzooks! You can hand-start the things! Tim demonstrates his like-new Chinese diesel.

York Harbor, Statue of Liberty and all. "It was mind blowing," he says.

After hanging around Maine for a while, Tim returned to California with his girlfriend. Eventually, however, their relationship fell

apart. Back in vagabond mode, Tim set his sights on a new boat, one that would be sturdy and unbreakable, unlike his first yacht. "I wanted something I could go anywhere with and that wouldn't fall apart," he says.

Scraping together \$100, he sent off for a set of plans for a 30-foot double-ender designed by George Buehler of Washington. His original workspace was his family's Clear Lake garage. Armed with only a high school wood shop background, he began building, starting with a form for the keel into which he poured concrete and scrap metal. "The plans said to just cram in as much stuff as I could," he says. From there on out, he used strictly off-the-shelf lumber — 6x6 timbers for the keel, 2x3s for the stringers, 2x4s for the frames, three layers of 3/8" fir plywood for the hull and three layers of 1/4" plywood for the deck.

When the shell was completed, Tim's project had grown too big for the garage. He had to cut out part of the wall to pull the boat out and load it onto a trailer for a harrowing trek up hairpin turns and down the freeway to Alameda. By February of this year, he had established his new home base.

There are, of course, more than a few non-standard items in Tim's boat, like a 500-pound Chinese diesel that now sits regally in the empty bilge. With only one previous owner, the powerplant is in cherry shape and Tim can hardly be restrained from plugging in the large crank to demonstrate how to start the beast. For his cabin woodwork, he's found a great source of used lumber in some old pickle barrels.

When asked about his future plans, Tim reverts to his Zen-like vagueness about taking each day as it comes. He's now working as a dockhand at a sailing school to keep some income flowing, and everything pretty much goes into the boat. His only itinerary is to load his toys, including a pair of kayaks, his climbing gear and some boardsailing equipment he bought cheap from someone else in the warehouse, onto the boat and head south, maybe to the west coast of South America where the Andes come down to the sea.

In the meantime, he's learning how to build a boat, experience which he realizes is valuable. "Even if I lost the boat or sold it, I'd still have that knowledge," he says.

Knowledge and experience are two commodities, it seems, that Tim McGhee will never have in short supply.

— shimon van collie

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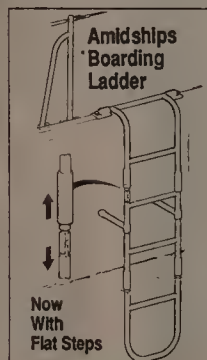
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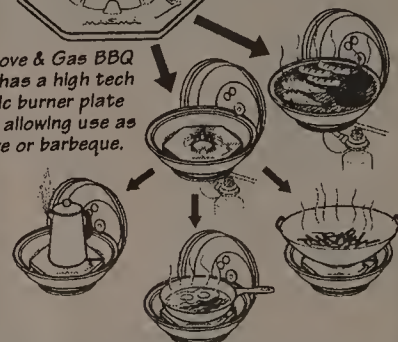
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THE BIG BANG

About once a year you see a boat in a yard that's had her bow smashed in. The

finish line off the Corinthian YC. It would have been much better if the leeward mark had been an inflatable orange buoy

back were classics of pleasure sailing: consistent winds, flat water and a great crew of 20 composed of friends, friends of friends, business acquaintances and people like 'Little Egypt' who just happened to be walking down the dock. In fact, the only bad part of a really great race was trying to round the leeward mark.

It was flooding heavily at the bridge when we arrived, so heavily that some boats that rounded the base took more than an hour to claw back to weather of the bridge. Thus the Wanderer, who was at the wheel, knew it was imperative to slip slide around the base of the bridge so as to lose as little ground as possible to the current.

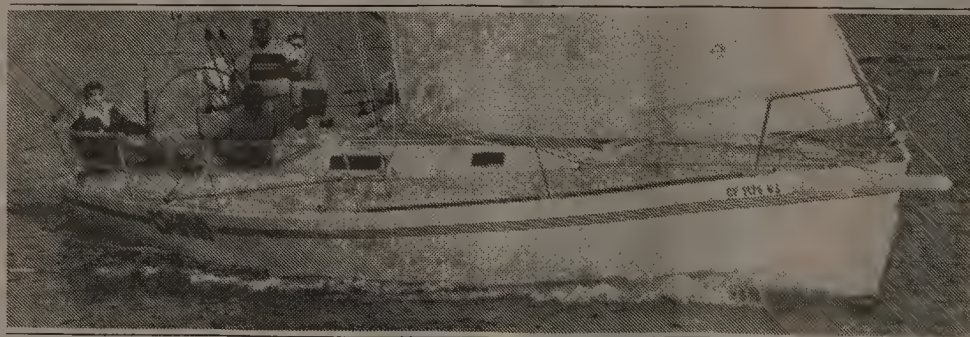
With 30 seconds to the rounding, it seemed like he'd set the boat up perfectly for this maneuver. The Wanderer would cleverly slip the boat around the leeward side, thrash everyone on the beat back home, and be asked to replace Dennis Conner for the next America's Cup. It

We didn't hit anything when the women were driving.

inclination is to say, "How did the idiot skipper do that?" We're not sure about the others, but here's how we did it to Big O, Latitude's charterboat:

instead of the base of the bridge — but we're getting ahead of ourselves.

It was Saturday evening, June 18, and we'd entered Big O in the San Francisco YC's Midnight Moonlight Marathon. This crazy but fun event takes the reverse handicap fleet from Raccoon Strait up around the base of the Carquinez Bridge near Vallejo and back to a

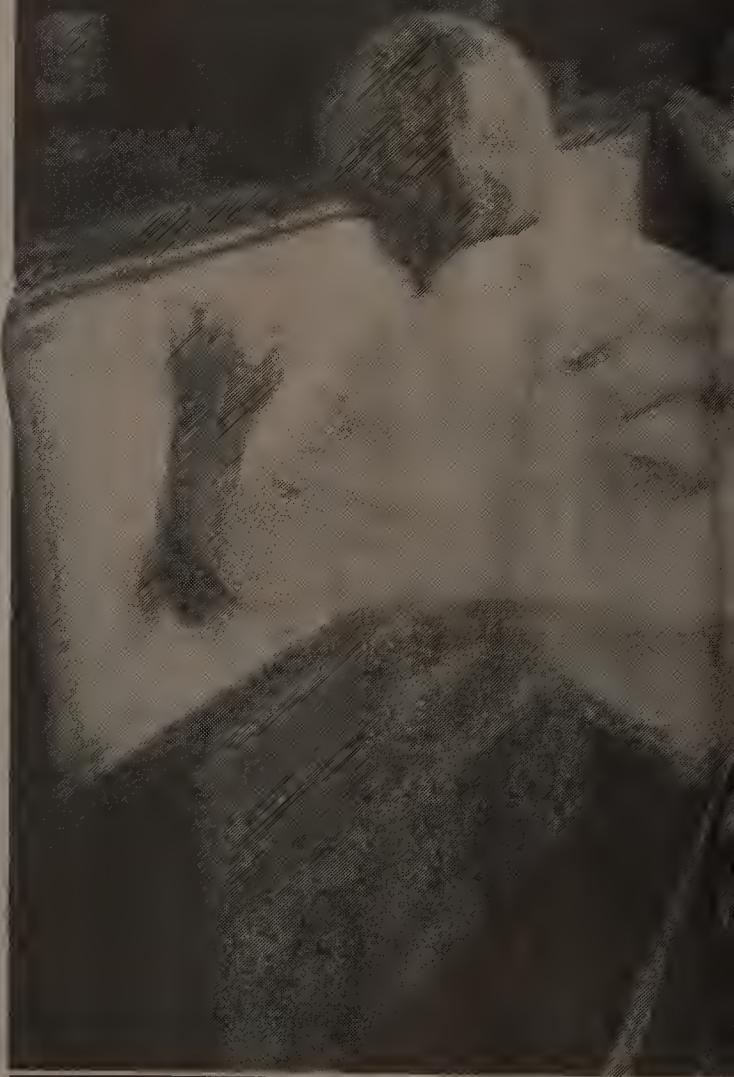


New boats sport bow shock absorbers to protect them from bridges.

The run up to the bridge and the beat

was going to be so cool!

Carquinez Bridge Polyestertron — which is a giant magnet-like



All of a sudden, somebody with Cal Trans switched on the

In our case, the shoving match came after the first punch. Inset, 'Big O's reconfigured bow. Right, "Yes, we're okay. We meant to do it."

device that attracts fiberglass instead of metal. In the blink of an eye, we stopped sliding to leeward and held steady.

Nothing serious, thought the Wanderer, trusting innocent that he is. Big O was only doing about three knots and still had

— IT'S NOT JUST A THEORY



plenty of room to maneuver. He put the helm over to drive the boat to leeward, which must have really pissed off the Polyestertron operator, because he turned the power all the way up! So despite the wheel being jammed hard to starboard, the boat turned inexorably to port — and directly at the base of the bridge.

"**B**race yourselves," one of the veteran sailors in the aft cockpit quietly told those around him. Seconds later, *Big O* smashed bow-on into the base of the bridge.

It was not a glancing blow, not a scrape. We didn't 'almost make it'. No, it was a nearly perfect T-bone. Both the bow roller and bow pulpit recoiled in grotesque forms of horror. The stemhead fitting got tweaked and the glass around it fractured. At three knots, the damage wasn't a result of

"I can see boats rounding, and the fools are going way wide. We'll show them!"

boat always gives the owner a deeply distressing feeling, but at least the *Wanderer* was consoled by the heartfelt sympathy of his fine and fun-loving crew, who referred to him as "Captain Hazelwood" the rest of the way home.

Those who don't

Despite the wheel being jammed hard to starboard, the boat turned inexorably to port.

speed, but the momentum of nearly 100,000 pounds colliding with an immovable object — sort of like the comet hitting Jupiter.

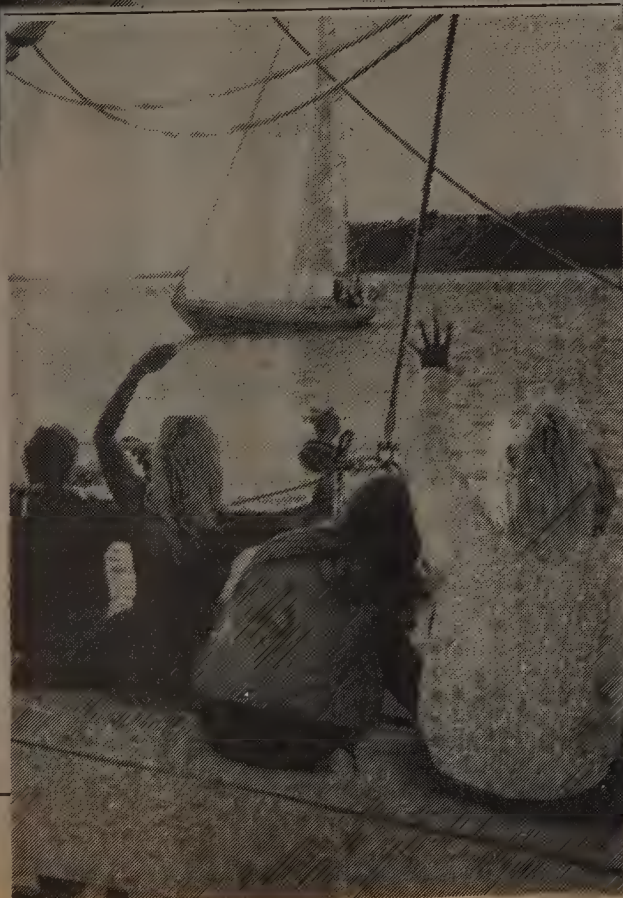
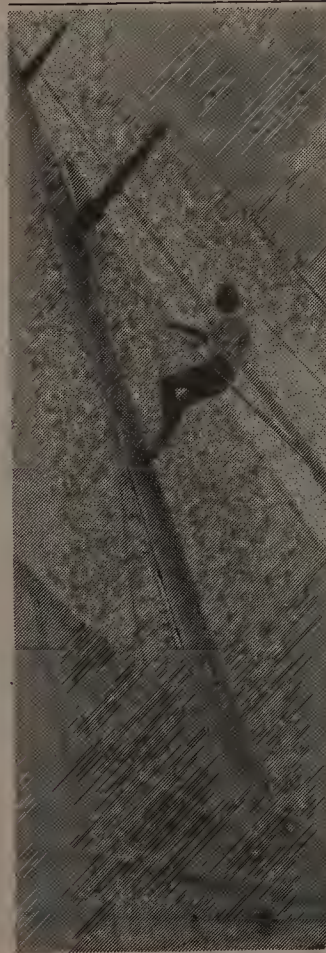
Smashing up a

believe in Polyestertrons might be interested in an alternative explanation concocted by some of the other crew, an explanation that might someday save your boat from the same nautical nose

job as *Big O*.

When current rushes past a stationary object such as a bridge base or point of land, there's a back eddy or countercurrent right next to the obstruction. As *Big O* closed in on the bridge base, the bow got into the back eddy while the stern was still in the flood. So despite throwing the helm over to starboard, the boat rotated on her axis to port and slowly, relentlessly, continued on until impact.

The *Wanderer's* immediate reaction to the collision was to blame himself. After



Doing the Egyptian.

all, he'd been at the wheel. Further, he and most others aboard knew all about the

THE BIG BANG



'cone effect' and simply misjudged how much it would affect the boat in this instance.

After about five minutes of feeling guilty, however, the Wanderer recalled

Grind? Us?

former California Chief Justice Rose Bird's credo that "nobody is ever responsible for anything." It's always

the fault of business, government or society.

Having suddenly seen the wisdom of Bird's thinking, we've now decided to sue the state for not adequately protecting boats from bridge bases. They ring such bases with wooden slats, so they know they're a danger. Their remedy is merely inadequate. The state's gross negligence, of course, is going to cost you taxpayers a pretty penny.

Then there'll be the additional award for 'pain and suffering'. After all, our feelings

ALL PHOTOS LATITUDE 38

were hurt really bad when we saw what the nasty bridge base had done to our pretty boat, and we can

Although it wasn't a mishap of titanic proportions, it was nonetheless a night to remember — both from the terrific sailing we had with some great people, and the lessons

*Smashing the boat up
always gives the
owner a deeply
distressing feeling.*

already imagine the terrible pain we're bound to suffer when we're handed the yard bill.

learned about what not to do around bridges in the future.

— latitude 38



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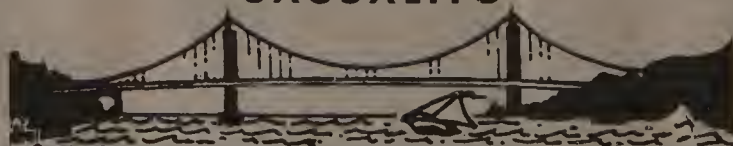
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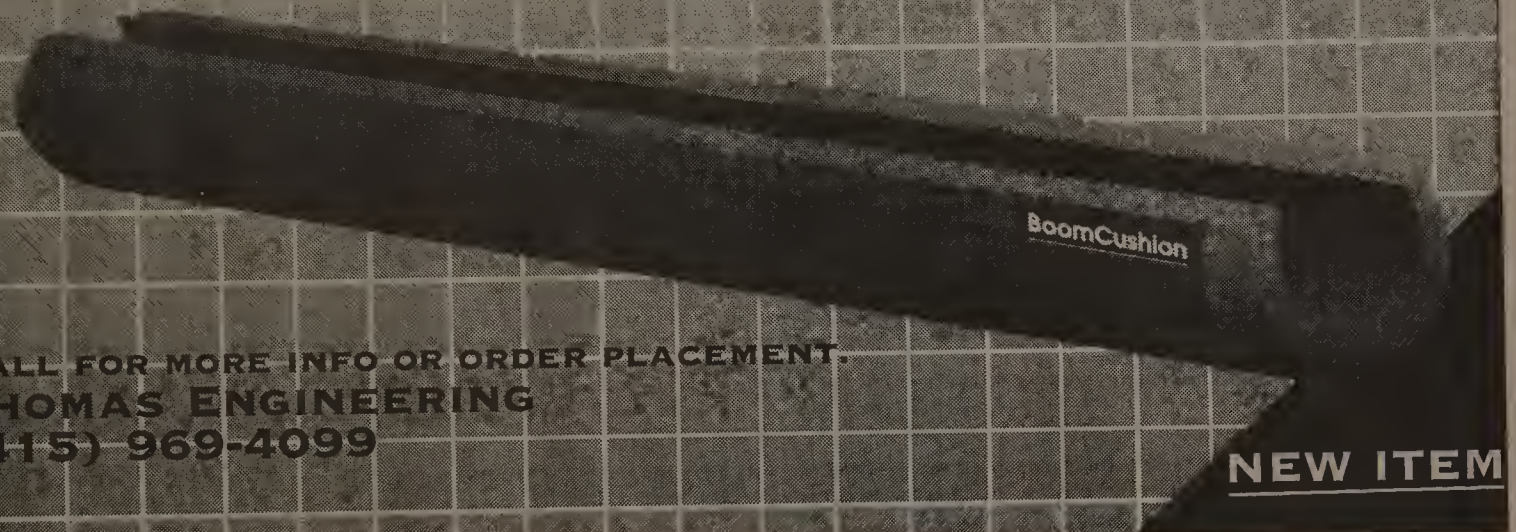
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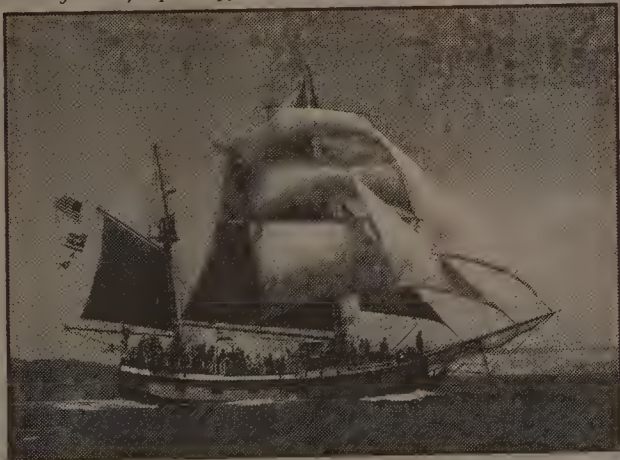
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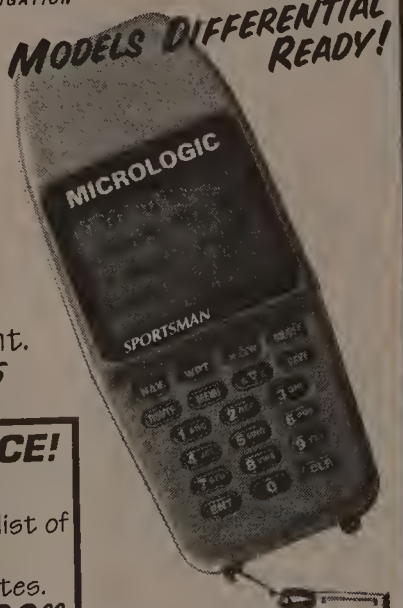
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"What's the event tonight?" I asked the bartender. "I had to drive all the way back to the second overflow parking lot to find a space!"

But the bar was almost empty — just a few people I didn't recognize buying drinks,

tack lift, for reasons that I explained earlier. So you'll probably have jibed onto port pole anyway. Once you leave the squall, you

"A squall system often resembles a kind of dipole, a source-sink pair with the strongest link between the two. . ."

and a member serving.

"It's the weather briefing for the race to Hawaii. Standing room only in the dining room."

"Ah, that explains it. Big entry list this year. Who's speaking?"

The speaker was a well-known name in TransPac navigation, all the more reason for the full house. So I ordered a gin and tonic for myself and wandered towards the dining room, hoping I could squeeze in for the rest of the presentation.

"If you're on a sled," advised the speaker, "you can actually sail as fast as the squall is moving. VMG downwind will be about half the windspeed, with no upper limit."

He was referring to a table of numbers projected on the screen, showing the tacking angle, apparent wind angle, boat speed, and VMG for a large ultralight.

"The squall typically moves at 15 knots, but the wind in the squall is around 30. That's enough to get you down the course fast enough to stay in the area of strongest wind, so you can actually jibe back and forth across the face of the squall many times. Remember, the object is to stay 'in' the squall."

This generated a chuckle from the audience. Having seen the entry list, I knew that most of them were primarily cruisers, not racers. The next chart flashed up on the screen, with numbers for a much older and heavier 40-footer.

"But in a slower or smaller boat, one pass is usually all you'll get. How you exit the squall is critical."

This was interesting. I walked along the back perimeter of the darkened room, navigating between the packed bodies and rearranged tables and chairs. No seats, but it seemed like it might be worth standing and listening for a while.

"On a slow boat — and that means anything but a sled — you should generally 'exit stage left' when the squall ends. That is, leave to the left, on port pole. Never get caught right on the centerline of the squall's track, behind it, or to the right. And especially not just before dawn! On the average, the squall wind will be a starboard-

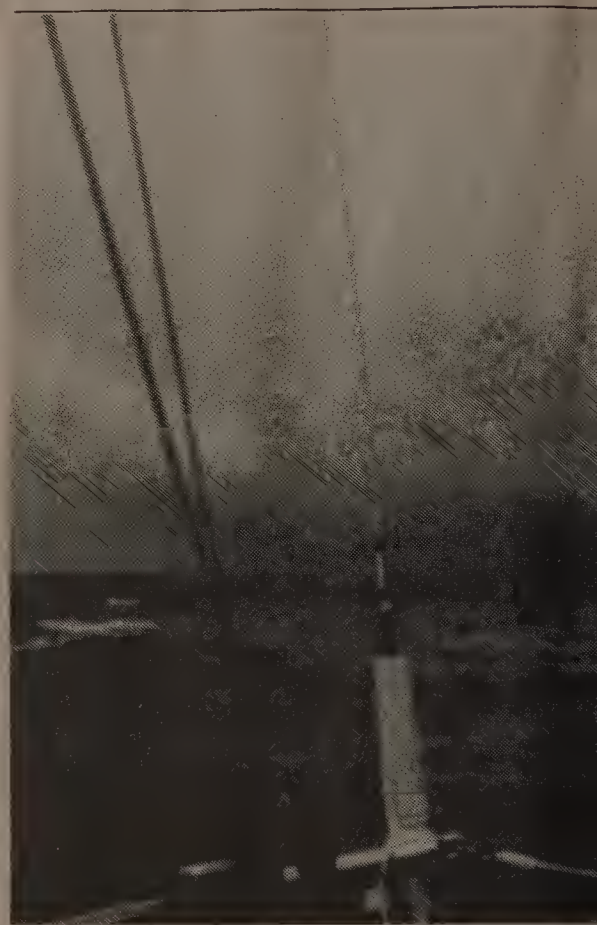
want to get away from the light air behind the squall as quickly as you can."

It sounded like I had missed something important.

"Rule of thumb," summarized the speaker. "Once you're out of the squall itself, if you want the wind conditions to change, get on port tack. If you want them to stay the same, sail on starboard. This is also the rule of thumb for increasing your chances of staying under the 'wind stripes' that you'll see as lines of clouds during the day."

"Why?" I thought to myself. I had definitely missed something important, walking in the middle of the talk.

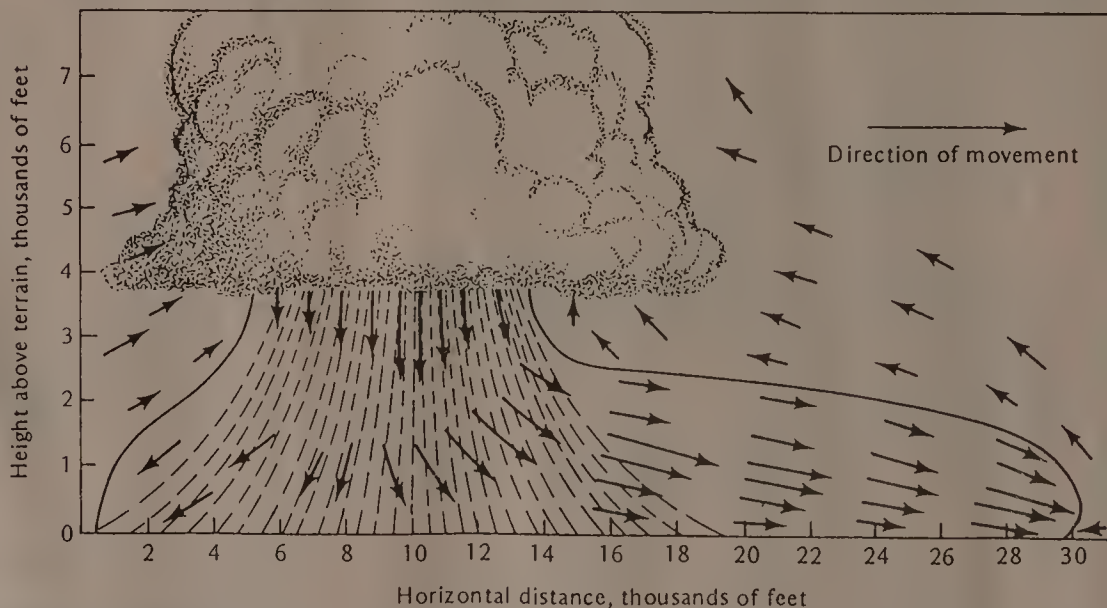
"Another rule of thumb," he continued. "If you're in a sled and are trying to jibe back into the squall, jibe as soon as you get headed. It sounds crazy to jibe on a header — but I've repeatedly observed the wind direction aimed inward towards the track of the squall. The header is often the first indicator that you're getting to one side of the strongest wind, and it's time to go back."



wind would just radiate outward from the center of the squall. But for some reason, the wind is directed inward like this."

He emphasized the wind arrows on his diagram, drawn in a 'toed-in' orientation on the left and right front corners of the squall.

As my eyes became adjusted to the low light level, I could pick out many of my sailing friends in the crowd. Scattered

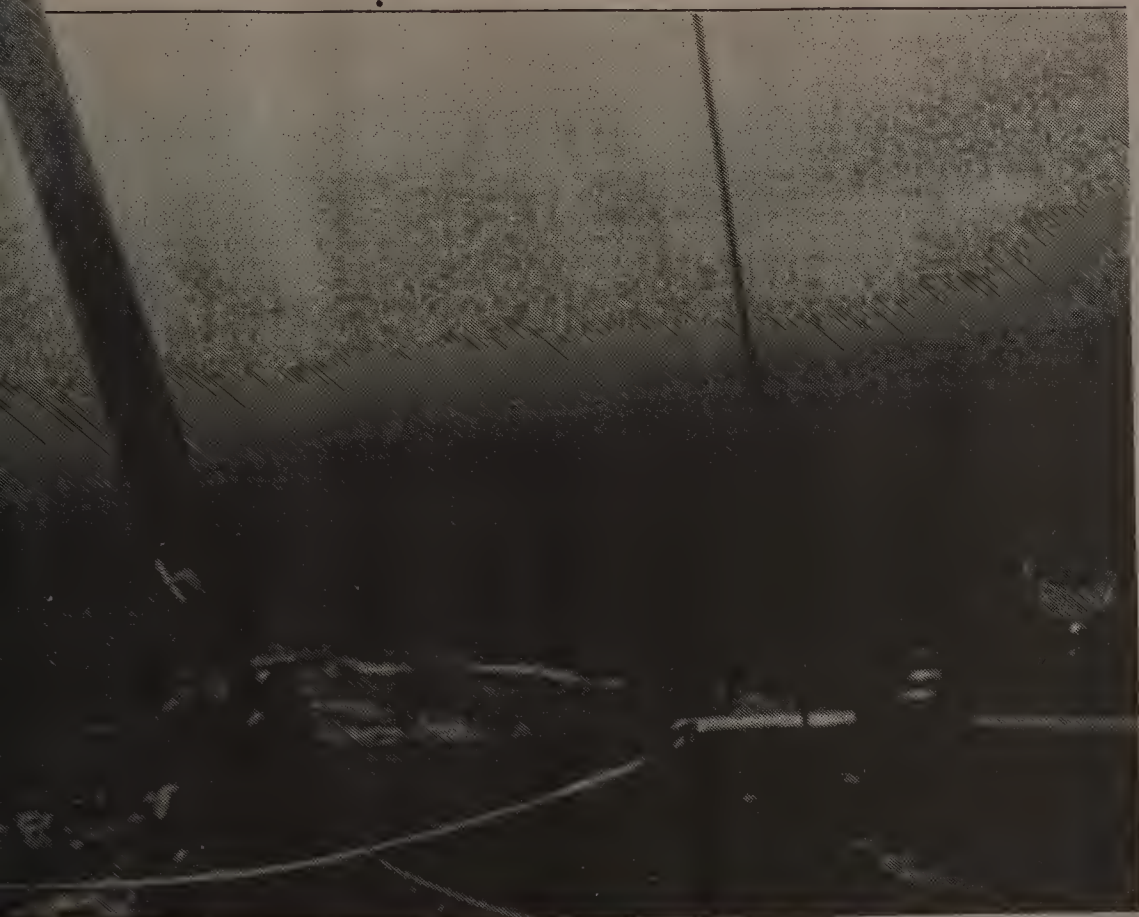


Just about everyone in the room was taking notes furiously, copying down a diagram showing wind speed and direction around a squall cloud.

"I don't know why this happens," he confessed. "You'd think that the strongest

around the room were a few of my competitors from the YRA fleet, and a handful of yacht club members that had berths on the Hawaii race. There was my sailmaker, over by the wall on the right. And even naval architecture student Lee Helm, who some-

ANOTHER BRICK IN THE SQUALL



RAY JASON

Squalls look menacing, but they can be used to advantage if you know how they work. Below left, wind patterns under a collapsing squall cloud (new convection cell not shown).

times can be persuaded to crew for me, was over on the left side of the room taking notes along with all the others.

"Maybe you can explain this phenomenon," the speaker asked the sailmaker.

All eyes turned to the sailmaker, himself a veteran of many successful races to Hawaii. Lee noticed me standing along the back of the room, and she waved acknowledgment when we made eye contact.

"Oh no," answered the sailmaker. "I know enough not to guess at questions like this, especially in front of this crowd!"

"Anyone else?"

Now the room was silent, and I saw the sailmaker looking at Lee. I looked at Lee to see if she would respond. She looked back at the speaker. The speaker looked back at Lee. I looked at the sailmaker again. He shrugged. Lee shrugged. The speaker shrugged. And for good measure, I shrugged.

"Let's take a 10-minute intermission," announced the speaker. "After that we'll cover wind stripes, effects of tropical storms, and best approaches to the finish."

The house lights went on, and a large number of people made for the bar. I made my way over to Lee Helm's table and borrowed a temporarily vacant chair.

"I'm surprised you didn't offer an explanation for that wind shift question," I said as I sat down.

"Like, I'm just auditing this class," she joked. "Collecting those 'rules of thumb'."

"Do you have a spot on the race this year?"

"I wish. But like, I really have to finish my thesis this summer. So I'm on the beach again. I mean, I'll be up for the race next year, though. Especially if you know someone doing the race to Tahiti. . ."

"I'll be on the lookout for you, Lee. But I still can't believe you don't have an explanation for that wind shift."

"For sure, there are ways to explain it. The main thing is to think of systems of convection cells, instead of just a single source of wind from an isolated downrush column. When one convective cell is collapsing, it's almost certainly triggering new ones ahead of it. So a squall system often resembles a kind of dipole, a source-sink pair with the strongest wind right between the two."

"Ah ha! Of course!" exclaimed a racer who was sitting at the same table, until now

*"Wait, wait, back up.
What on earth are you talking about?"*

absorbed in studying the notes from the previous part of the lecture. "If you superimpose a dipole flow field on the surface wind — taking into account the veered upper flow — you get exactly the wind shown on that last diagram!"

"Wait, wait, back up," I said. "What on earth are you talking about?"

"Okay, Max," said Lee patiently. "I'll try to explain this for the differently clued."

She turned over the page on her yellow note pad, and drew a graph showing temperature versus altitude.

"The new phrase you need to know is 'lapse rate'. This is the observed vertical temperature gradient in a column of air, and it's typically about 3.5 degrees Fahrenheit per thousand feet of altitude. It's like if you sent a thermometer up in a balloon, and measured temperature with respect to altitude as the balloon went up, you like get this line."

"Okay, I'm with you."

"Cool. Now, there are two more lapse rates to deal with, the 'dry adiabatic lapse rate' and the 'wet adiabatic lapse rate'. These refer to the rate at which an imaginary piece of air would change temperature if it's moved up or down without any heat being allowed to flow in or out — hence 'adiabatic'. A typical value for a dry adiabatic lapse rate is like 5.4 degrees per thousand feet. So you start with a container of air, move it up a thousand feet, let the container expand to match the reduced pressure, and the temperature will drop by 5.4 degrees. That's for dry air — if the humidity in the air is 100% when you start, then some of the water vapor will condense, because at the lower pressure the air has less capability to hold water vapor. This involves a change of state for the water vapor — from gas to liquid — and the heat of vaporization is released into the air when the water condenses. This keeps the air warmer, so the wet adiabatic lapse rate is less than the dry rate — typically 3.2 degrees per thousand feet."

She drew two more lines on her graph, representing the two additional rates of cooling.

"Now, the good stuff. Suppose it's a typical day, and the actual measured lapse rate is the average 3.5. If the surface temperature is 75 degrees, what would happen if you took some air from near the surface and raised it a thousand feet?"

"Dry air or wet air?" I asked.

"Good question! Let's say dry, for now."

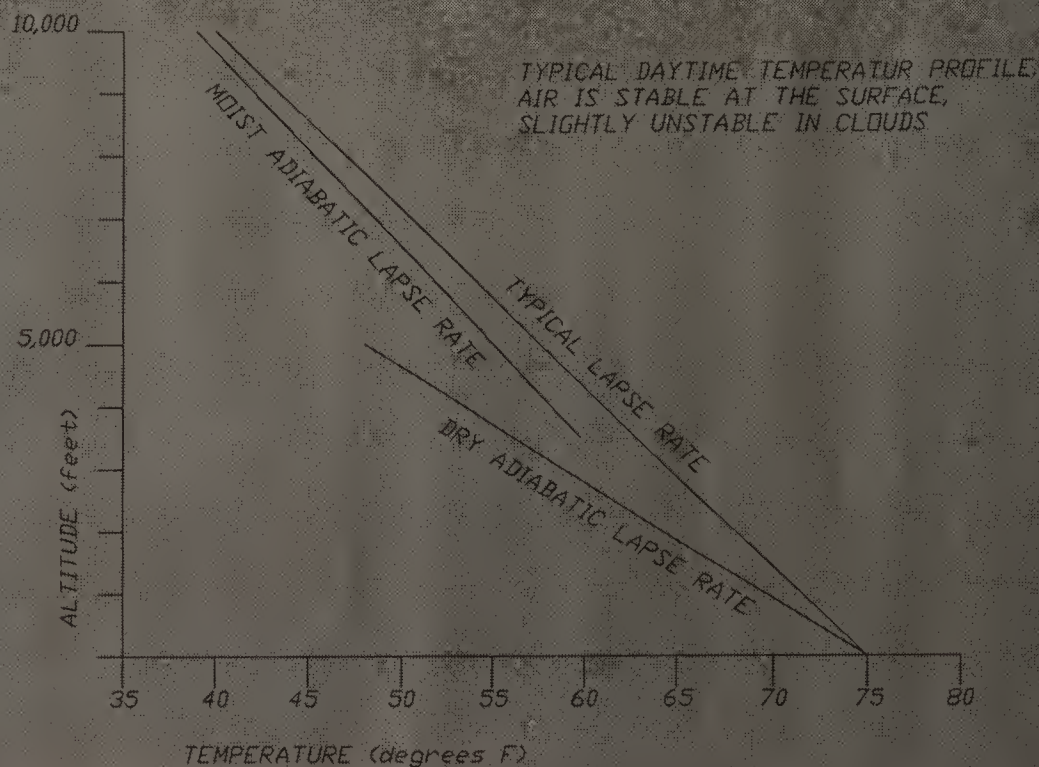
"Okay, you said the dry rate was 5.4 degrees per thousand feet, so it cools 5.4 degrees, and ends up at just under 70, at — let's see — 69.6 degrees."

"What's the temperature of the surrounding air at that height?"

"I get it," I said. "The surrounding air is 3.5 degrees cooler, according to the lapse rate curve, so the surrounding air is at 71.5 degrees. The air that we lifted up is now

SQUALL TIPS, RULES & TACTICS

1. 'Incoming lane' for squall: squall should be just abaft the beam on the starboard tack.
2. Jibe on headers to stay in the squall (sleds only).
3. Always exit stage left.
4. Don't be anywhere near the last squall just before dawn. Wind dissipates at first light.
5. Bonus tip: The best fishing lure is the one with blue and white feathers and a silver head.



cooler than the surrounding air, so it would sink back down."

"Very good! We have stable air. No convection cells here. You remember from the last time we went through this, huh?"

"Okay, but what does this have to do with squalls?"

"Hang on. What if you have air that's fully saturated with water, and raise it a thousand feet?"

"Use the wet lapse rate," prompted the other racer at the table when I hesitated.

"Thanks," I said as I did some more arithmetic in my head. "Now the air only

why cumulus clouds billow up — the moist air keeps rising, water vapor adding heat to the rising column of air. Whenever the lapse rate — what you measured with the balloon — is steeper than the adiabatic rate — wet or dry, as appropriate for the altitude and the amount of moisture — the air will be unstable. Push some air up, and like, it keeps going up. Push it down, and it keeps sinking."

"Last time we discussed this you mentioned the lava lamp," I noted.

"Right. If heating near the ground causes the measured lapse rate to be steeper than

*"If you're on a sled, you
can actually sail as fast as the squall is moving."*

drops in temperature by 3.2 degrees, to 71.8."

"And?" asked Lee.

"Compare with ambient," suggested the racer.

"Oh, I see. It's a little warmer than the air around it this time, so it would rise up."

"So?"

"So, I guess it would keep rising."

"Which means the air is unstable. That's

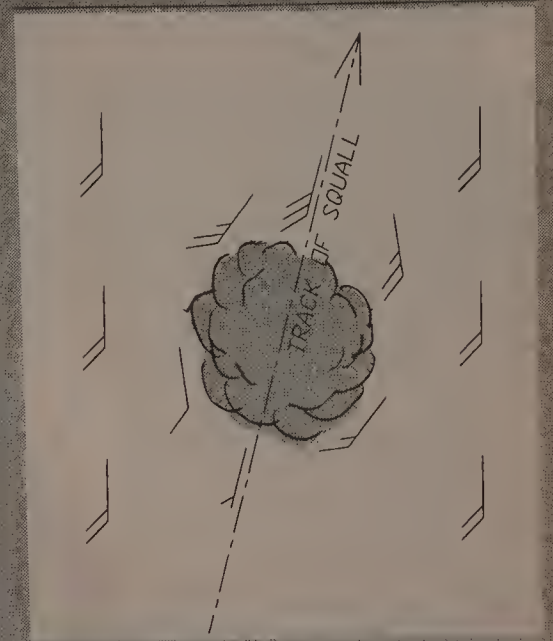
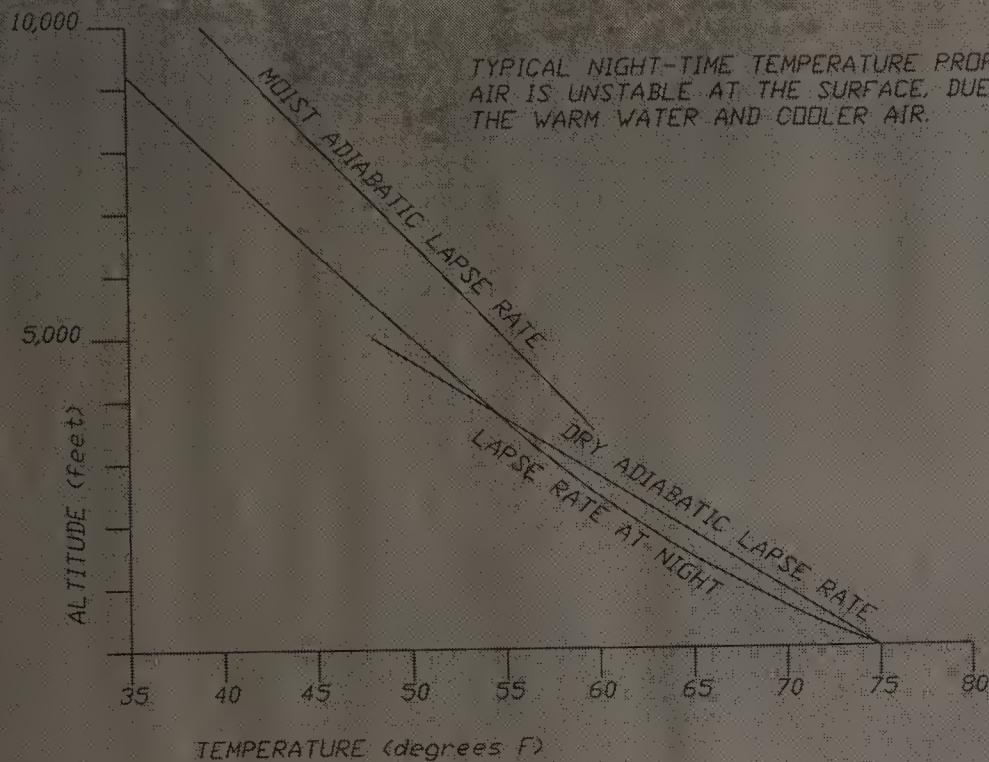
the dry adiabatic lapse rate," added the other racer at the table, "even dry air will be unstable, and boil up in a column of rising air, or a thermal. I know all about this stuff because I fly gliders. When the air reaches 'cloud base', pressure drops to where the water vapor saturates the air, then the wet lapse rate takes over, and it becomes even more unstable. The thermal in the cloud is generally stronger, and more turbulent."

"Okay, back to squalls," said Lee. "The ocean surface is heated slightly by the sun during the day, but it doesn't change temperature nearly as fast or as much as the air. At night the upper air cools, but the air near the surface stays warm. The actual lapse rate becomes very steep — relatively warm at the surface, much cooler a little way up — so the air is unstable, even the unsaturated 'dry' air right at the surface is unstable. Rising columns of air form. But the air doesn't have to rise very far before it becomes saturated, causing it to cool at the slower, wet adiabatic rate, which makes it even more buoyant relative to the surrounding air, which makes it rise even faster, which makes it even more buoyant still. You have a humongous towering cumulus cloud, transferring hot air up from the surface, trying hard to bring the temperature gradient in the atmosphere back to normal."

Lee was gesturing with her hands as she spoke, trying to depict clouds rising to the stratosphere.

"And it works the other way too," she continued. "When the moist air at the top of these clouds cools down, it's ready to start falling. Extra liquid water in the form of cloud droplets and rain are re-evaporated

ANOTHER BRICK IN THE SQUALL



The wind field around a small squall. Note the wind directed inward toward the squall's track.

back into the descending air, effectively refrigerating it as the pressure increases. The 'downrush column' picks up speed, and as long as the lapse rate of the surrounding air is steeper than the wet adiabatic lapse rate, the downdraft air just keeps sinking faster as it falls through the cloud. If there's rain falling out of the cloud, then the wet rate applies right down to the surface, because there's still water evaporating into the air."

"That checks with my experience," I noted. "Cold rain in squalls."

"That's the standard description of how an isolated squall works," said Lee.

"Right," added the racer. "They build all evening, and start collapsing later at night or in the early morning hours. The biggest squalls of all are the ones that hit just before dawn."

"So you'd think," Lee continued, "that the wind field around a squall would be a strong outward flow of cold air, from the downrush column hitting the surface and spreading out in all directions. I mean, you have to add to that wind pattern the existing trade wind field, so the two winds reinforce each other in front of the squall, and cancel out behind it leaving you becalmed. You also have to add the wind component from the motion of the squall cell itself, which will be deflected to the right relative to the surface wind."

That's because the upper air follows the isobars, but down low the wind is slowed by surface friction and tends to be distorted along the pressure gradient, away from the center of the high."

"That explains the usual starboard-tack lift in a squall," said the racer. "At least it's a starboard tack lift slightly more than 50% of the time."

"I'm not sure I got that last part," I allowed, "but everything else agrees with what the books say. The squall behaves like a strong downrush of air, fanning out from a point right under the clouds, adding to the average wind in front and subtracting from the wind in back."

"Except when it doesn't," said the racer/pilot. "The shift is to the right most of the time, but how do you explain the times when it shifts the other way? And how do you

know where the convection cell is in its cycle of developing and collapsing. That affects wind speed and rainfall. But more important, squalls hardly ever exist as isolated cells. The night air is unstable, and when the downrush air turns horizontal and flows out in front of the squall, it forms a cold wedge, like a miniature cold front, that lifts a lot more warm air up from the surface. This sets off a new convection cell of rising air immediately in front of the squall."

"So the air from the downrush gets sucked right back up into the new thermal?" I said, as the idea finally sunk home. "Now I see why the wind direction turns inward!"

"Not exactly. I don't think the downrush air is going to warm up quickly enough to power a strong upward convection. So it's not a true dipole flow field, in that sense. But

"On a slow boat -- anything but a sled -- you should generally exit stage left when the squall ends."

explain those toed-in wind arrows on that diagram?"

"T here are a few more things going on," said Lee. "First off, you really don't

I think there's converging flow into the new cell right above the downrush air, and this tends to deepen the layer of cold air, making it converge into a narrower band of wind like the diagram shows."

"Interesting theory," said the other racer.

MAX EBB

"It suggests that the strongest squalls would be double cells like that, to get the effects of downflow and upflow combined."

"Does it explain the old rhyme about wind and rain?" I asked.

"What's that, Max?"

ago."

"But the amazing thing is," I said, "it seems to be true!" The strongest squall winds

*"Some people like
to think of cumulus clouds as pistons."*

I recited a rhyme I remembered from an obscure book about nautical folklore:

*"First the rain and then the wind,
Topsail sheets and halyards mind.
First the wind and then the rain,
Hoist your topsails up again."*

"Ouch! That's a rhyme?" Lee scoffed. "It uses 'wind' and 'mind', then 'rain' and 'again'. I mean, call the rhyme police!"

"It must be very old," noted the other racer. "Those words might have sounded okay as rhymes a thousand or more years

come right after the rain. According to the usual description of a squall, it always seemed to me that the wind should hit first."

"It checks with my dipole model," said Lee, "despite the dorky rhymes. Like, you'd expect to find rain under the new, strongly driven convection cell in front of the main squall cloud. Then the strongest wind would follow the rain. But if the rain comes after the wind, then the squall is already over and you're in for a period of calm in the squall's wake."

"So how can we use all this to advantage

during the race?" we asked.

"By understanding that some clouds are going up, and some are going down. Some people like to think of cumulus clouds as pistons — when one collapses in a squall, it pushes another one up. Then there's the gravity wave theory. Researchers have actually identified big atmospheric waves, like water waves, causing new convection cells to appear near existing cells. So it gets pretty gnarly."

Meanwhile the room was filling up again, but fortunately whoever had a prior claim to my chair had found a better view from another part of the room. Lee flipped her pad to another new sheet of paper as the lights dimmed.

"Is any of this actually going to help us get to Hawaii faster?" the racer asked again.

"For sure," said Lee. "Just use all the rules of thumb!"

— max ebb

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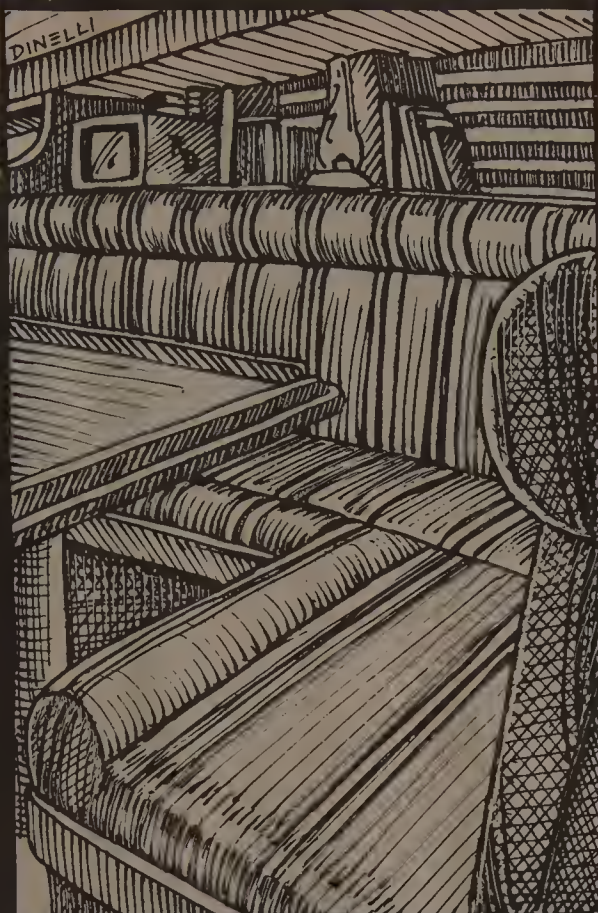
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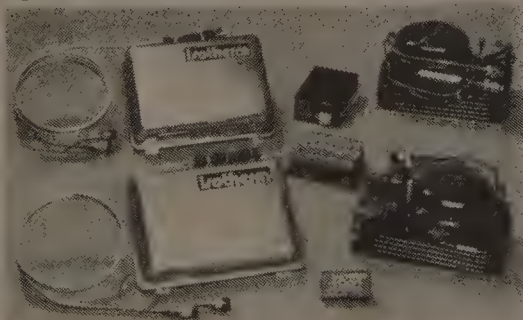
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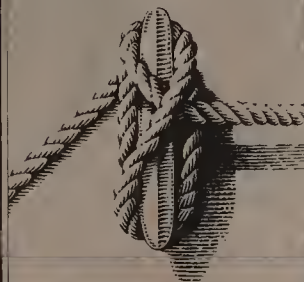
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THE EIGHTH BIENNIAL

Fifty-nine boats are currently chomping at their mooring bits, all eager for the staggered start of the Eighth Biennial West Marine Pacific Cup on July 11-14. Even with the inevitable two or three last-minute dropouts, this still represents the largest fleet ever to sail from San Francisco to Hawaii (the previous record was 46 boats in 1992).

"Not only is this the biggest racing fleet in our history, it's also the most diverse," claimed race spokesman Andy Rothman. "There are entries of every stripe, from wild-eyed, all-out racing types content to live on Twinkies and Gatorade for two weeks, to dedicated cruisers who insist on daily showers and two types of wine with dinner. But that's the way it's supposed to be — this is the 'Fun Race to Hawaii', and people obviously have different ideas about what's fun!"

The 12-boat doublehanded division is particularly strong this time, up from eight boats last time. Bill and Melinda Erkelens' Dog Patch 26 *Moonshine* is everybody's pre-race favorite in this class, if not overall. Meanwhile, at the head of the fleet, a classic battle is expected between *Merlin* and *Rage*, both of which are hoping to better *Merlin*'s 1986 record time of 8 days, 14 hours and 53 minutes (set when the course ended in Nawiliwili, Kauai — 56 miles farther away). It's no secret that *Rage* builder/skipper Steve Rander, a three-time Pacific Cup vet, has his Vuarnets set on a hat trick: first to finish, first in division and first overall on corrected time.

Recognizing the ever-increasing stature of the race (next summer's 'real' TransPac will be lucky to draw half as many entries) as well as the odd timing of it this year relative to our deadline, we'll be breaking our '94 Pacific Cup coverage into three parts. This month, we'll take a quick and dirty look at the players; next month, a mid-race status report with lots of pictures of the start; and finally, in the September issue, a full wrap-up.

Here's a peek at this year's line-up:

* **Slowest boat** — Daniel Goodman's Westsail 32 *Cape Farewell* is rated the slowest according to her PCR (Pacific Cup Rating) of 201. But don't feel sorry for Goodman and his three-person crew — these boats have proven to be sleepers in certain conditions. Remember, David King's 'Wetsnail' 32 *Saraband* won all the marbles in '88.

* **Smallest boat** — *Presto*, Todd Willis's B-25 from Seattle is 'all cockpit' with next to nothing below — Olson 25s look like luxury liners next to this boat!

* **Biggest/Fastest boat** — Steve Rander's Wylie-designed Sunrise 70 *Rage*, which rates

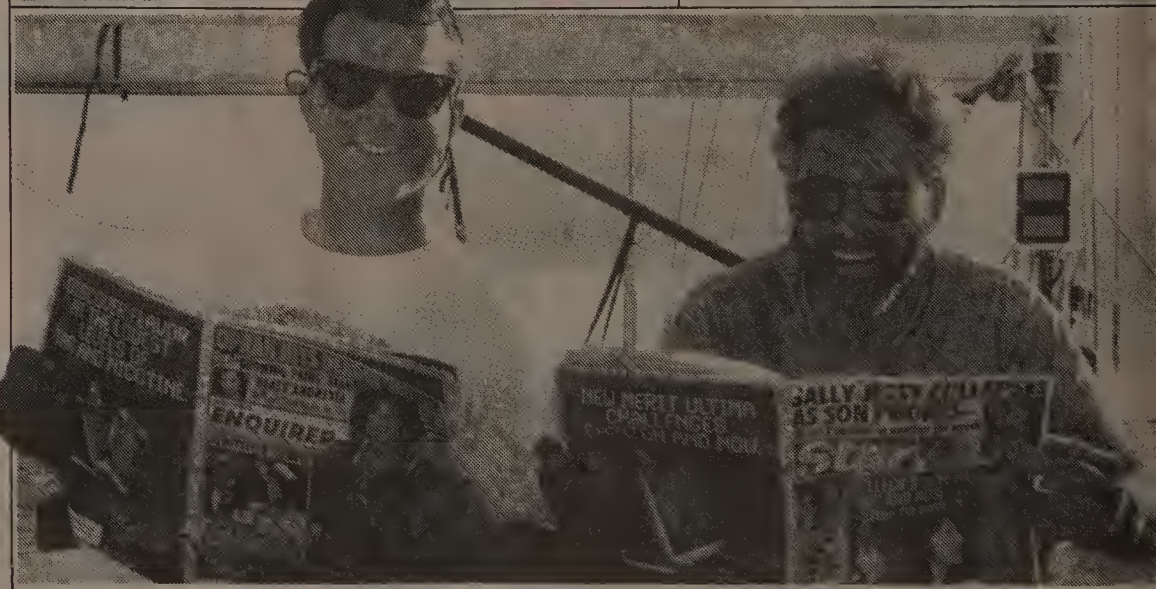
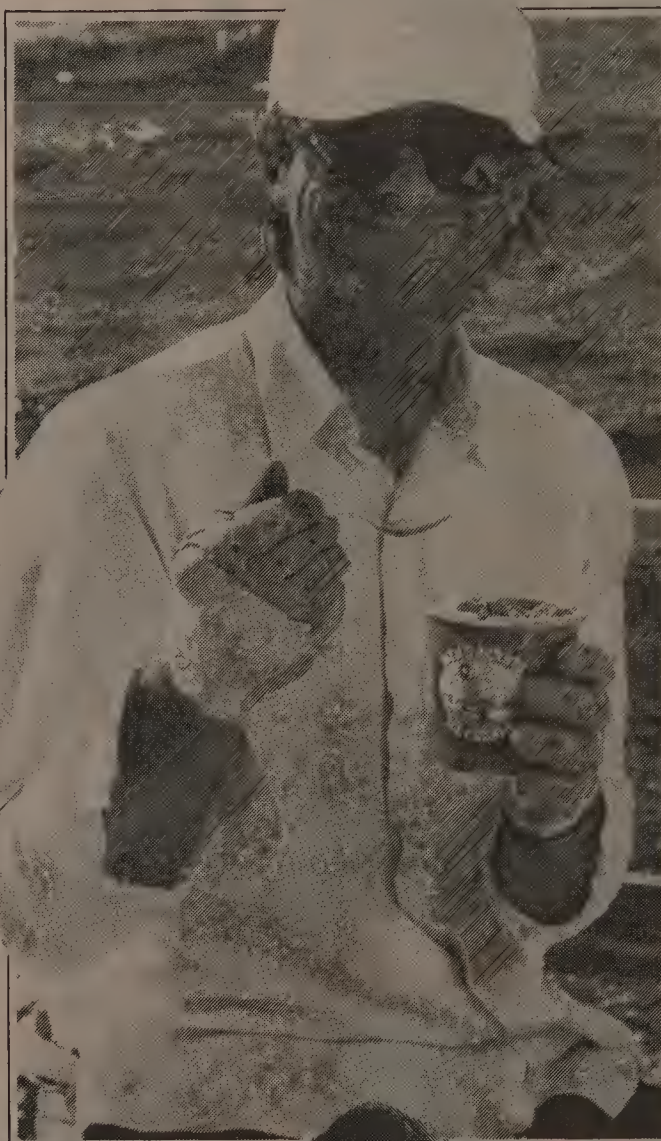
a whopping -60 under the PHRF rule. *Rage* sports *Cape Farewell* a 6 day, 6 hour handicap in the race!

* **Most comfortable** — Probably *Leviathan*, a 44,000-pound, 52-foot steel cutter built in New Zealand in 1990. Owner Roger Williamson claims, "She's first class in every way!"

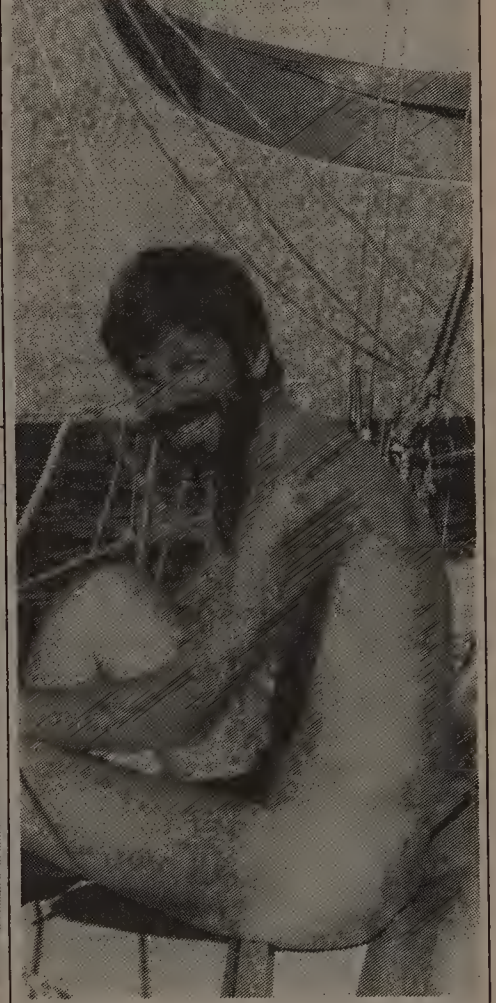
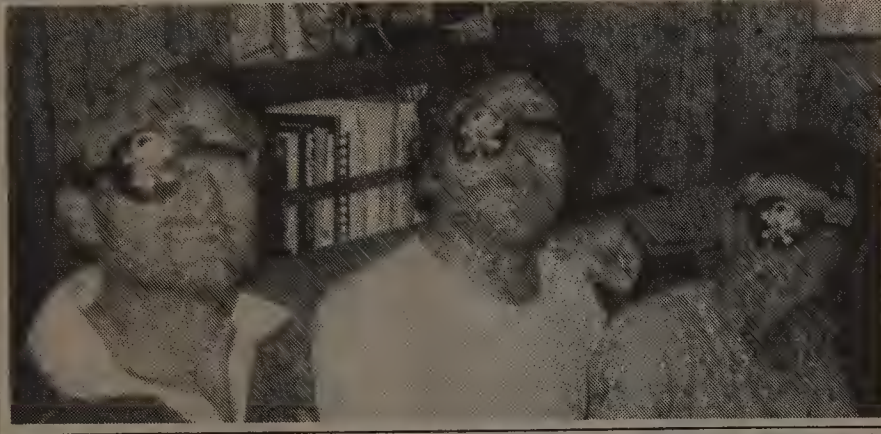
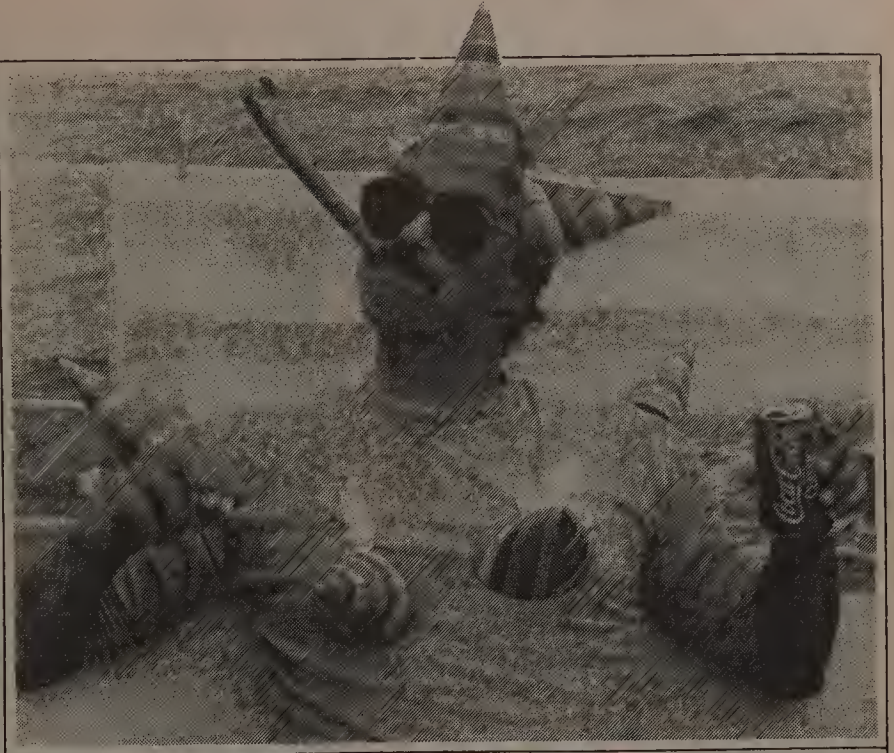
* **Top Hawaiian boat** — In '92, three boats from Hawaii — the most ever — com-

peted. In fact, Lou Ickler's Morgan 38-2 *Ghost*, finished second overall. This year, only one boat from the Islands is entered, Dave Nottage's Kaneohe YC-based J/35 *Kaimiloa*. Nottage will be joined by sons David III and Brooke, and Skip Winterbottom, *Ghost*'s navigator in '92, will show them the way.

* **Top Portland boat** — There are four to choose from: the Express 27 *Locomotion*,



'FUN RACE TO HAWAII'



Pacific Cup scrapbook — getting there is half the fun! All photos/Latitude archives.

the Soverel 33 *Sting*, Nancy Rander's Smith 42 *Magic Carpet* and *Rage*. The former two are going doublehanded: *Locomotion* is a better design for the race, but we've got to give the nod to the veteran crew of *Sting*, who won the doublehanded division in '88. Nancy Rander and her all-women team

would love to beat hubby Steve Rander on *Rage*, but frankly we can't see it. Top Portland boat: *Rage*, sailing unchained (as opposed to the 'neutered' configuration they were forced to sail under in last year's TransPac).

* **Top Seattle boat** — Of the nine boats entered from the Seattle area, our perennial pick is Ned Flohr and his Barnett 47 *Tin Man*. Flohr finished first in class in '90 and

second in class in '92, and knows the 'golden path' to Alohaland. The SC 50 *Oaxaca*, the other power-house from up north, should also do well. Owner Gene Twiner and experienced navigator Bruce Hedrick have assembled a 'couple's cruise' on *Oaxaca* — they're in it to have fun and win.

* **Top SoCal boat** — There are four boats from the windless end of the state: *Priceless*, *Chimera*, *Mas Rapido* and *Leviathan*. With-

THE EIGHTH BIENNIAL

out knowing much about any of these efforts, we'd have to go with *Chimera* — an Express 27 downwind and doublehanded is a lethal weapon.

* All women crews — There are two all-female crews entered, the Seattle Women's Sailing Association's HC 43 *Andiamo III*, led by Susan Kerr, and the Portland-based Smith 42 *Magic Carpet*. A third effort from Hawaii, which intended to sail the Farr 1220 *Out 'n About*, entered but then withdrew. Nancy Rander's tight-knit *Magic Carpet* team appears to be more serious — but will either group be allowed to sail naked? (see *Letters*)

* Youngest crew — Chris and Anna Pohle, 5 and 8 years old respectively, will be sailing with their parents on their Ericson 38 *Wild Type*. "We took the kids on the Catalina Race two years ago," said father John Pohle. "We'd like to take a two year cruise in the near future, and we want the kids to be ready!" Runner-up is Emily Best, age 13, of *Arcachon*.

* Oldest crew — No one will admit to this — but you know who you are.

* Family values — Two boats have four family members aboard: *Wild Type* (husband, wife, two kids) and *Tin Man* (father, two sons, one son-in-law); and several have three (*My Time*, *Kaimiloa*). In the 100% family category, there's *Arcachon* (father/daughter), *Moonshine* (husband/wife) and the dueling Express 27s, *Chimera* and *Locomotion*, all manned by the Garnier clan.

From a human interest point of view, it will be hard to top the latter rivalry. The San Pedro-based *Chimera* will be sailed by owner Kevin Garnier, age 25, and his brother Darren, 26. *Locomotion* was bought two months ago specifically for this race by their uncle, Tom Garnier of Portland. He'll sail with his brother Al, who is the father of Kevin and Darren. Got all that?

* Husbands and wives — At least two dozen couples will test the strength of their matrimonial vows in the upcoming Pacific Cup. Among them are Bill and Melinda Erkelens (*Moonshine*), Peter and Susan Wolcott (*Confetti*), Al and Debbie Farner (*Different Worlds*), Seth and Bev Bailey (*Route du Vent*), Gina and Kent Morrow (*Andiamo*), Don and Betty Lessley (*Freewind*), Steve and Susan Chamberlin (*Melange*), Gene and Jet Twiner (*Oaxaca*), Jerry and Sue Knecht (*Night Watch*), Andy and Cathy Egger (*Coracle*), and who knows how many others.

"The difference between the TransPac and the Pacific Cup," points out race official Mary Lovely, "is that the wives fly over for the TransPac — but they sail over in the Pacific Cup."

1994 West Marine Pacific Cup Entries

| <i>Name</i> | <i>Type</i> | <i>Owner</i> | <i>PCR</i> | <i>Homeport</i> |
|--|-------------------|-------------------------|------------|--------------------|
| DIVISION A (starts Monday, July 11; 2:30 p.m.) | | | | |
| <i>Cape Farewell</i> | Westall 32 | Daniel Goodman | 201 | Novato, CA |
| <i>Water-Pik</i> | Newport 30 | Bob Nance | 189 | Sacramento, CA |
| <i>Yankee Pasha</i> | Morgan 32-2 | Keith Dinsmoor | 184 | Calistoga, CA |
| <i>Shadowfax</i> | Valiant 32 | Robert Maddison | 182 | Mill Valley, CA |
| <i>Swan</i> | Newporter 52 | Charlie Roberts | 179 | San Leandro, CA |
| <i>Freewind</i> | Cal 9.2 | Don & Betty Lessley | 176 | Novato, CA |
| <i>Ta Mana</i> | Trisbal 36 | H. Bernard Quante | 173 | San Rafael, CA |
| <i>Siva*</i> | Olson 25 | Gal Bar-or | 171 | Sausalito, CA |
| <i>George*</i> | Olson 25 | Craig Douglas | 171 | San Rafael, CA |
| <i>Roadhouse Blues</i> | Hawkfarm 28 | T. Bentsen/B. Boschma | 168 | San Jose, CA |
| <i>Aquila</i> | Ranger 33 | Mike Lindsey | 165 | Seattle, WA |
| DIVISION B (starts Tuesday, July 12; 3:10 p.m.) | | | | |
| <i>Silver Sea Star</i> | Jeanneau 37 | DeWayne Enyeart | 151 | Olympia, WA |
| <i>Arcachon*</i> | Joshua 47 | Eric Best | 147 | San Francisco, CA |
| <i>Moonshine*</i> | Dog Patch 26 | Bill & Melinda Erkelens | 147 | Piedmont, CA |
| <i>Priceless</i> | Pearson 424 | Darrell Shanahan | 145 | Carlsbad, CA |
| <i>Presto*</i> | B-25 | Todd Willisie | 138 | Seattle, WA |
| <i>Different Worlds</i> | Valiant 40 | Al Farner | 133 | Pt. Richmond, CA |
| <i>Happy Trails</i> | Valiant 40 | David Bennett | 132 | San Leandro, CA |
| <i>Wild Type</i> | Ericson 38 | J. Pohle/C. Conner | 132 | Roseville, CA |
| <i>Andiamo</i> | Explorer 45 | Gina & Kent Morrow | 131 | Anacortes, WA |
| <i>Andiamo III</i> | HC 43 | SWSA/Susan Kerr | 130 | Seattle, WA |
| <i>Prophecy III</i> | Puvieux 47 | Richard Spademan | 130 | Sacramento, CA |
| DIVISION C (starts Tuesday, July 12; 3:20 p.m.) | | | | |
| <i>Santiago</i> | Ericson 38 | Jim Conklin | 129 | Richmond, CA |
| <i>Coracle</i> | Cal 39-1 | Andy Egger | 128 | Sausalito, CA |
| <i>Chimera*</i> | Express 27 | Kevin Garnier | 126 | San Pedro, CA |
| <i>Locomotion*</i> | Express 27 | Thomas Garnier | 126 | Portland, OR |
| <i>Route du Vent</i> | Pedrick 43 | Seth Bailey | 125 | Alameda, CA |
| <i>My Time</i> | Newport 41 | George Becker | 121 | Monterey, CA |
| <i>Night Watch</i> | Moody 425 | Jerry Knecht | 113 | San Anselmo, CA |
| <i>Aidebaran</i> | C&C 48 Landfall | Peter Whyte | 113 | Sausalito, CA |
| <i>Lyric</i> | Taswell 43 | David Fullegar | 111 | Los Gatos, CA |
| <i>Triumph</i> | Brewer 47 | Steve Hunt | 110 | Lafayette, CA |
| DIVISION D (starts Wednesday, July 13; 3:50 p.m.) | | | | |
| <i>Acabar</i> | Jeanneau 45 | Jean-Yves Lendormy | 100 | San Francisco, CA |
| <i>Stray Cat*</i> | Olson 30 | R. Dymond/P. Parsons | 96 | Soquel, CA |
| <i>Mas Rapido*</i> | Olson 30 | Peter Cullum | 96 | Marina del Rey, CA |
| <i>Still Crazy*</i> | Olson 30 | Ron Corbin | 96 | Seattle, WA |
| <i>Zephyros*</i> | Olson 30 | T. Jones/S. McElhose | 96 | Foster City, CA |
| <i>TSirls</i> | Olson 29 | Dan Nitake | 93 | Santa Cruz, CA |
| <i>Chap</i> | S&S 50 | Laurence Gold | 91 | Pleasant Hill, CA |
| <i>Radical Sheik</i> | J/33 | H. Allen/R. Broman | 91 | Mill Valley, CA |
| <i>Rocinante</i> | Beneteau First 42 | Alex Malaccorto | 90 | San Jose, CA |
| <i>Sting*</i> | Soverel 33 | Bill Huseby | 87 | Portland, OR |
| DIVISION E (starts Wednesday, July 13; 4:00 p.m.) | | | | |
| <i>Magic Carpet</i> | Cust. Smith 42 | Nancy Rander | 84 | Portland, OR |
| <i>Tyee</i> | Orion 50 | Christopher Conklin | 82 | Newport Beach, CA |
| <i>Melange</i> | Express 37 | S. & S. Chamberlin | 82 | Oakland, CA |
| <i>Tin Man</i> | Barnett 47 | Ned Flohr | 81 | Seattle, WA |
| <i>Kaimiloa</i> | J/35 | David Nottage | 81 | Kaneohe, HI |
| <i>Leviathan</i> | Custom 52 | Roger Williamson | 75 | Irvine, CA |
| <i>Fury</i> | C&C 44 | Robert Dyas | 73 | Kirkland, WA |
| <i>Bodacious</i> | Farr 40 | John Clauser | 68 | Walnut Creek, CA |
| <i>Viking</i> | Hunter 45 | Jim Barker | 64 | Sausalito, CA |
| DIVISION F (starts Thursday, July 14; 4:30 p.m.) | | | | |
| <i>ProMotion</i> | SC 40 | Brian Bos | 51 | Watsonville, CA |
| <i>Gandy Dancer</i> | SC 40 | Doug Teakell | 51 | Alameda, CA |
| <i>Confetti</i> | Farr 44 | Peter & Susan Wolcott | 45 | Los Altos, CA |
| <i>Yukon Jack</i> | SC 50 | Swift Sailing | 21 | Pt. Richmond, CA |
| <i>Oaxaca</i> | SC 50 | Gene Twiner | 12 | Gig Harbor, WA |
| <i>Dolphin Dance</i> | SC 50 | Dave Sallows | 9 | Santa Clara, CA |
| <i>Merlin</i> | Lee 69 | Club Nautique/D. Forbes | -45 | Alameda, CA |
| <i>Rage</i> | Sunrise 70 | Steve Rander | -60 | Portland, OR |

* doublehanded

'FUN RACE TO HAWAII'



COURTESY ERIC STEINBERG

Bill and Melinda Erkelens' custom Dog Patch 26 'Moonshine' — homemade and high octane!

* **Most work oriented** — *ProMotion*, West Marine's 'shop' boat, will be staffed entirely by West Marine associates. Brian Bos, who works in the catalog production department in Watsonville, is listed as their leader. A different all-West Marine group will deliver the SC 40 home. Nice perks!

* **Most academic** — *Zephyros*, an Olson 30 now owned by the Maritime Academy in Vallejo. Recent graduates Steve McElhose and Tyler Jones will co-skipper the boat in the doublehanded class. This is the fifth time in a row that Cal Maritime has entered a boat in the Pac Cup!

* **Most doctors** — The crew of *Silver Sea Star*, a Jeanneau 37 from Olympia, is made up almost entirely of anesthesiologists.

* **Most sisterships** — There are four Olson 30s entered, down from six originally. We're guessing that *Stray Cat* will win, based on Paul 'Pepe' Parsons' skill. However, all four will probably lose to Dan Nitake's crewed Olson 29 *Tsirir*. Dan will be taking only two other people, allowing them to sail the boat at 100% efficiency yet remain light.

* **Other rivalries** — Two Olson 25s (*Siva* over *George* based on *Siva* crewmember Carlos Baddell's TransPac experience), two Express 27s (*Chimera* over *Locomotion* — gotta go with the youth factor), two Valiant 40s (*Happy Trails* over *Different Worlds* — we like their name better), two Ericson 38s (*Wild Type* over *Santiago* — they must be good if they're taking their kids), two SC 40s (*ProMotion* over *Gandy Dancer* — we'd be nuts not to go with the race sponsor), and three SC 50s (*Oaxaca*, *Dolphin Dance* and *Yukon Jack* will finish in that order).

* **Newest boat** — *Rage* and the Taswell 43 *Lyric*, both of which splashed down in

1993.

* **Oldest boat** — *Swan*, a Newporter 40 built in 1957.

* **Wooden ships** — *Moonshine*, a 1980 hard-chined plywood downwind flyer, *Swan* and *Magic Carpet*.



LATITUDE/ROB

'Mr. and Mrs. Pacific Cup' — PCYC Commodore Jim Quanci and his lovely wife Mary.

* **Most metal** — Bernard Quante's aluminum Trisbal 36 *Ta Mana*, which took fourth in class last time, and the steel 52-footer *Leviathan*.

* **Most mettle** — All the doublehanders.

* **Most experienced boat** — Obviously *Merlin*, which has done the race four times before (first to finish in '80, '82, '84 and '86). The legendary '77 ULDB sled is one of three 'legitimate' charter boats in this year's

fleet (others are *Gandy Dancer* and *Yukon Jack*), going this time under the auspices of David Forbes and Club Nautique. Other notable veterans are *Magic Carpet*, *Tin Man* and *ProMotion*, each of which has logged three Pac Cups. Approximately a third of the boats have done the race before.

* **Most experienced crew** — The Farr one tonner *Bodacious*, whose skipper John Clauser and navigator Keith Buck each have done the race four times before (mainly on the Farr 36 *Petard*). The rest of their crew (Paul Altman, Bobbi Tosse, Ian Nadel, Mike Sheats) have all done at least one race. Between them, they've done 16 Pac Cups — an average of three apiece.

Runner-up in this category is Steve and Susan Chamberlin's Express 37 *Melange*, with an all-star crew of John Christman, Sally Lindsay, Carl Schumacher (7 TransPacs) and Seadon Wijsen.

* **Other notable racers** — Pacific Cup YC Commodore Jim Quanci, who won overall last time on the doublehanded Moore 24 *Team Bonzi*, will be sailing on *Yukon Jack*, along with wife Mary Lovely, the '90 PCYC commodore. Other 'names' include Jim Antrim (*Triumph*), Paul Kamen (*Night*

QUICK PICKS

DIV. A — *Siva*: well prepared, most aggressive. *Freewind*, *Water-Pik* and *George* should also be up there.

DIV. B — *Moonshine*: great rating, great sailors. *Presto* will be a distant runner-up; rest of class is a mystery.

DIV. C — *Chimera*: eager to win the 'family feud'. *Route du Vent* will do well among the crab crushers.

DIV. D — *Tsirir*: three people is the way to go. Doublehanders *Stray Cat* and *Sting* will be in the hunt, too.

DIV. E — *Melange*: talent, plus Carl Schumacher's brains. Other threats include *Bodacious*, *Kaimiloa* and *Tin Man*.

DIV. F — *Rage*: horsepower to burn, nothing to lose. *Oaxaca* and *Dolphin Dance* will be there if *Rage* takes a wrong turn.

DOUBLEHANDED: *Moonshine*: engrave the trophy now.

FIRST TO FINISH: *Rage*: take it to the bank.

FIRST OVERALL: *Moonshine*: why not?

Watch), and former Bay Area racer Ed Lawrence (*Tin Man*). The latter, a freelance writer now based in the San Juan Islands, is writing a feature story on the race for *Sail*.

* **Most represented designer** — Santa Cruzans Bill Lee and George Olson, with six

'FUN RACE TO HAWAII'

designs each.

* **Long distance award** — Emma Whyte is coming all the way from England to sail with her dad Peter on his C&C 48 Landfall *Aldebaran*. Runner-up is Darren Garnier of Massachusetts, who will sail on the Express 27 *Chimera*.

* **Best motives** — Winners in this category include Nancy Rander of *Magic Carpet* ("To beat my husband's last three race times with the same boat"), Eric Best of *Arcachon* ("To further test the boat and create a learning experience for my daughter Emily and myself"), Tom Garnier of *Locomotion* ("It's a family challenge!"), and Al and Debbie Farner of *Different Worlds* ("A great way to kick off our world cruise!").

* **Most communicative boat** — This honor better go to John Snodgrass' Nauticat 43 *Raha*, which will serve as the communications vessel for the fleet. Eric Sultan (of *Special Edition* fame) will navigate, while the rest of the crew will handle the daily roll-calls and position reports (yachts must check in at 9:00 every morning or take a stiff one-hour penalty). For the first time, family and friends will be able to follow the race every day by dialing a polling fax number — 800-689-



What Division 'E' will see — the back end of the Chamberlin's Express 37 'Melange'.

JOHN ARNDT

3802 — and following instructions.

* **Most outrageous** — *Sting*, the Sovarel 33 sailed by Bill Huseby and Joe Groshong. While everyone else's 'mug shot' in the program shows their boat sailing along smartly, *Sting*'s picture shows them high and

dry on a sandbar, shamelessly tilted over at 45°. "These guys are completely nuts!" said an admiring race official. Our kind of people — we like them already!

* **Better luck next time** — 22 more boats were signed up at one point, but dropped out for various reasons. Some of the more visible 'flunkies' include Bay Area racers *Spirit*, *Scorpio*, *Wind Chaser* and *Razzmatazz* (Dennis Robbins at least has a good excuse — he just sold his Swan 46 to a new SoCal owner).

* **Best race preview** — Certainly not this one! We've barely scratched the surface in our look at this incredibly diverse fleet, but as usual we're suddenly out of time and space. But we'll be all over the '94 West Marine Pacific Cup in the coming month — from the bon voyage party (July 9th at the Berkeley Marriott) to the awards banquet (July 29th at the friendly Kaneohe YC) — and we promise to keep you up to date.

In the meantime, we wish all Pacific Cuppers a glorious sail to Hawaii — be safe, have fun and don't forget to jibe on the lifts. We also wish we were racing over with you — maybe next time!

— latitude/rkm

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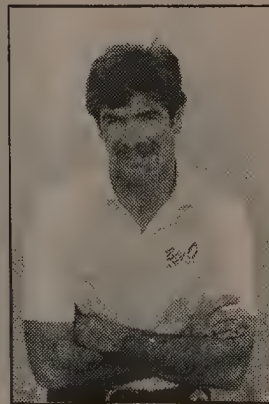
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C & C SR 33 at Key West Race Week '94 - Tom McDermott, BOATPIX Photo

C & C SR 33

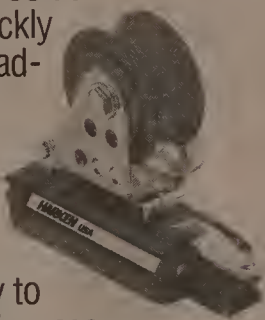
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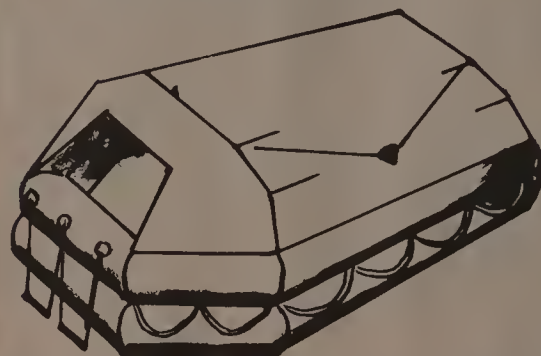
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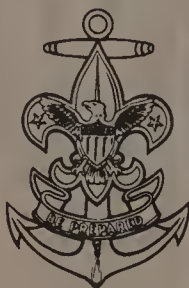
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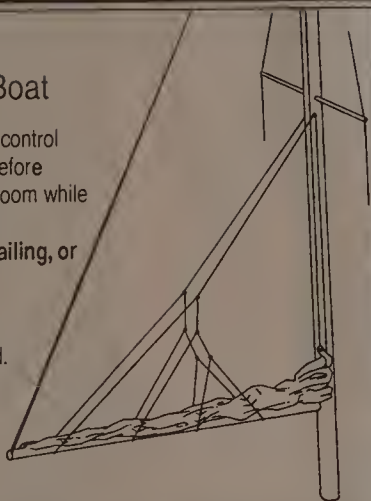
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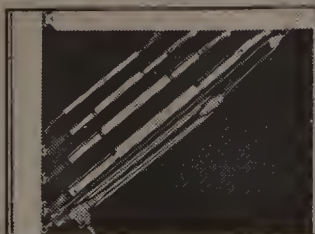
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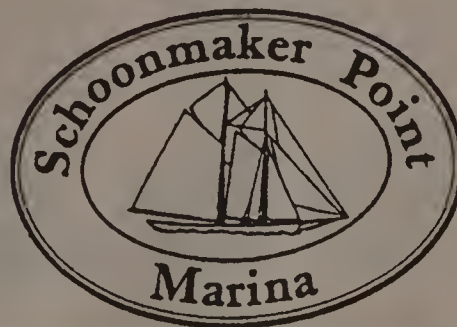
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DISPATCHES FROM

Wow. We don't know why we didn't think of this 10 years ago. Last month, we asked readers to send in their favorite stories, itineraries, anecdotes and tips about the Delta, for compilation into the article you're about to read.

*The best music
is the sound
of the wind
in the branches
of the tree
we are tied to.*

We received a dozen or so significant responses and a couple of dozen lesser ones. (By 'significant', we mean several pages of writing and/or lots of great photos.) In fact, we received so much that we have room for only part of it here. We're therefore breaking our Delta coverage for this year into two parts. The first is before you. Part II will run next month.

If this is all news to you, you still have time to contribute your two cents worth. There are T-shirts in it for everyone whose material we publish. But if you haven't taken part yet and have some great Delta stories, don't delay. If we don't have it in our hot little mitts by July 15, you're out of luck.

The Battle of False River

Sailing and even sailboat racing can be interesting up here in the Delta. You have to contend with obstacles under the water like rocks, mud, cars, trees, tractors and old sunken boats. On top of the water, you have powerboats, skiers, bass fishermen, and the dreaded jet skiers. But nothing above or below the surface can compare to the Delta Destroyers. Otherwise known as houseboats, DDs can be rented many different places along the river. All you need to do is show a driver's license.

In the Spring of '92, we had just launched our Wilderness 30 *Rascal* after building it all winter. Its first sail was to be Stockton Sailing Club's first race of the year. This is a long distance race from SSC to the Antioch bridge and back.

Everything went great on the way down river. We rounded the Bridge in first place with 30-knot winds, a #3 and a reefed main. For the run back home, we set our borrowed spinnaker (the new one hadn't arrived yet) and took off.

We rounded up a few times trying to lay the entrance to False River, but finally made

it. We turned in and started to sail dead downwind through this narrow channel, going really fast in the flat water. At the first bend, we squared off, did an okay jibe and took off again. But it was getting scary. *Rascal* was getting a little squirrely and it was getting harder and harder to keep from crashing; there wasn't a lot of room to maneuver between the banks.

All of a sudden, right in front of us coming out of the turn was a Delta Destroyer, powering to weather with waves coming over its bow. We turned to miss it and broached big time, putting the mast in the water. As we recovered, the destroyer skipper's wide eyes met mine. He saw what we just did and knew something we didn't — that there were six more destroyers right behind him.

Sheet, sheet, sheet. Jibe, jibe, jibe. Get farther back in the boat. "Drop the spinnaker!" I yelled as the main started down. "No, no — the other halyard!" Down we go again. We recover, blast between two more and roll over again. As soon as the boat comes up, jerk the rudder over. Missed another one. Why are they in the center of the river? Why are we all over the river? It's the Delta, that's why.

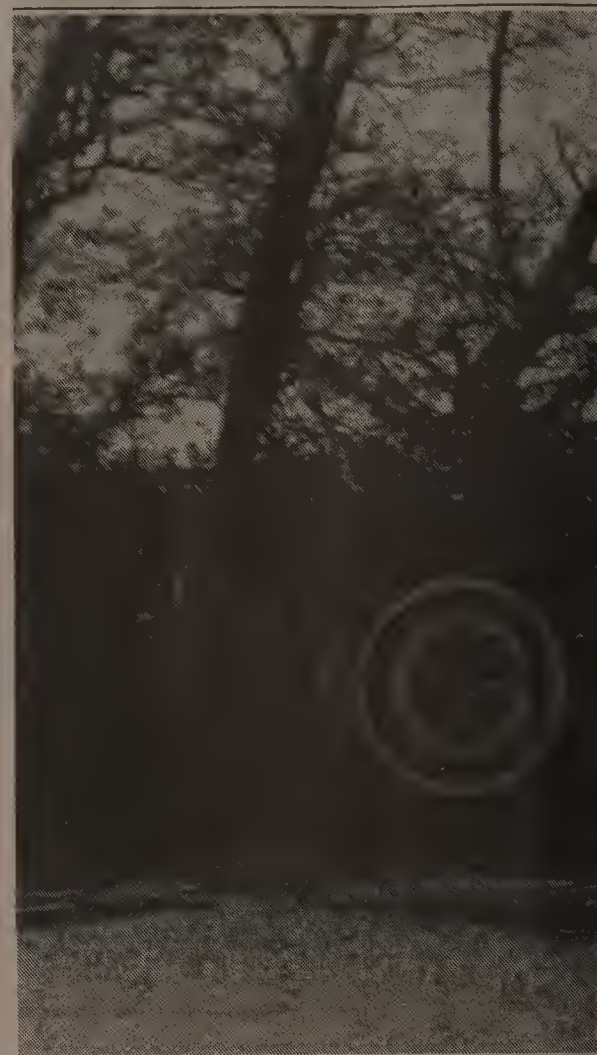
Somehow, we made it through the whole flotilla without hitting anybody. But it was close. When we finally slowed the boat down and got under control, my hands were shaking, my voice was torn and my eyes were still bulging. The comment from the foredeck: "Let's not put the spinnaker back up until we get back into the main channel. We might destroy something."

— pat brown, escalon

A Peaceful Existence

Your invitation for comments regarding Delta sailing was most timely, as I've contemplated writing regarding some of our experiences as novice sailors in the Delta

Rio Vista's sometimes slow-rising bridge.



region. My friend, Rico Munoz, purchased his Hunter 33 in October, 1991, and has had it berthed at Hidden Harbor Marina near Rio Vista most of the time since. The marina is clean, quiet, safe and secure, with some of the friendliest folks around.

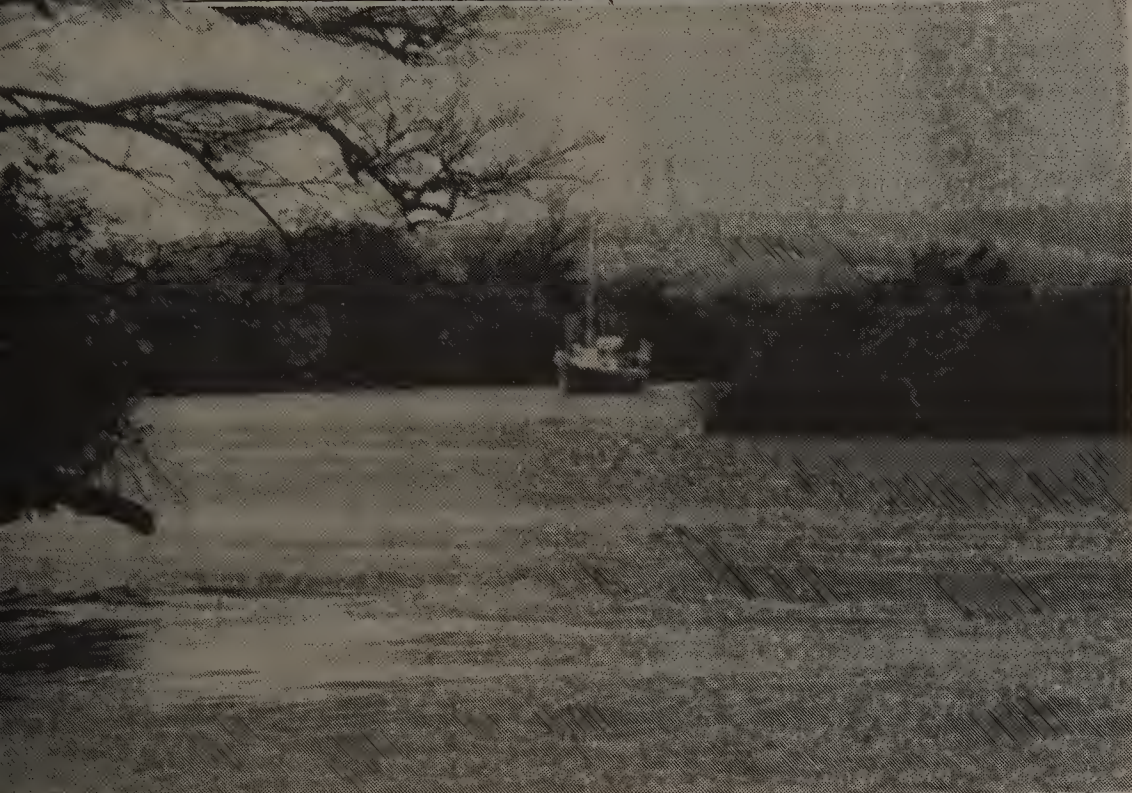
The Delta does provide some pretty stiff winds. It still seems somehow unusual to see whitecaps on fresh, inland waters. Since we prefer a relaxing pace, we often sail around the sloughs and deep water channels with only the main up, doing a leisurely 4 knots.

If you prefer more organized fun, there are events happening all around the Delta through the summer. On June 18th and 19th, for example, we packed up the kids and went up the river to the Isleton Crawdad Festival. And the fireworks show off Mandeville tip on the Fourth of July brings together one of the largest gatherings of boats all year. Come early if you want a good 'parking place'. Another of our favorites is the Bass Derby in Rio Vista in October. Besides the fishing competition, it features a run, lots of food and a carnival atmosphere.

Food all around the Delta is easy to find, great tasting and reasonably priced. Folks are friendly in the small towns, and hardware stores yield some occasional bargains when a part might be needed.

Almost as much fun as sailing the Delta is driving the Delta. We always enjoy meandering around levee roads on the way to the

DEBBIE EASH



LATITUDE/JR

Spread, you never know what awaits around the next bend in the river. Inset, dog day afternoon.

marina, rolling through acres and acres of farmland, watching the crops grow and life on the rivers go by.

All in all, life along the Delta is a very peaceful existence. We dream of someday making more adventuresome trips in ocean waters, but for now, with family and job constraints, the Delta is a pleasant break from everyday routine.

— cathy cademarti, fair oaks

Ground Zero

I've considered writing you about my last trip to the Delta but embarrassment kept me silent. Your request for stories for your readers finally motivated me to swallow my pride, for my trip proves that the sailing motto "shit happens" is exponentially increased when the captain persists in doing stupid things, even though he knows better.

I've spent many summers on the Delta with my old 27-foot boat and never had any groundings I couldn't motor or sail out of, nor have I ever hit anything or anybody. So I did not view my first trip with my new Hunter 33.5 *Kelika* with any great trepidation.

Stupid action #1: We anchored at the first little island to the east of the various "bedrooms" on Little Potato Slough, giving

me little relief from a strong ebb I should have anticipated in the early a.m. Result: We awakened with our feet higher than our heads in the transom berth. Gee, what do

around and gotten us off if my wife hadn't gunned the engine in forward three times before I noticed what she was doing. She disagrees. Oh well, lots of chances to practice kedging and it's nice that sailboats have angled seats that level out at 45 degrees of heel. After enduring the 'amusing' remarks of passing powerboaters over the next few hours, we're bringing disguises on our next Delta trip. The cure for that mistake: high tide.

Stupid action #2: Stopping at Walnut Grove Marina on the way to the Meadows, I was warned to stay to the right side of the channel just above the Cross Delta Channel because of a sandbar. I didn't realize 'close' meant close enough to jump ashore. The sandbar leaves no more than a 30 foot wide channel. About 35 feet from shore, where I went, it's only 3 feet deep. This time, thanks to excellent footing on the sandbar, I was able to shove us off.

Stupid action #3: Knowing the Meadows would be crowded, we decided to explore Lost Slough using a cruising guide that I now realize was written for powerboaters. I confess to relying on a chart reproduction in that book and not the NOAA charts. Motoring slowly up the slough with our eyes glued to the depthsounder (after all, we'd already spent half the day aground and had just escaped again), we failed to notice a cable 50 feet above the water going to a TV tower. Although this cable is not even on the most current government charts, the power lines

THE DELTA



you know — we're aground! Since we had only partly dragged onto a ledge of mud I was convinced I could have shoved the bow

another 200 yards up-slough are. My mast is 54 feet high so... there was a sudden lurch and with an instant reaction, my wife looked

DISPATCHES FROM

up, saw the cable and spun the wheel. We all fell over as the boat was heeled by the cable. We were briefly 'hooked' by the windvane, but with a faint snap it broke free and floated softly into the drink as we turned 180° in probably half a boat length. Considering that

anticipating the next day.

The next morning we got up at sunrise, launched, and after a quick shower headed



MIKE WEAVER

we could have taken Channel 3 off the air, or ended up on the wrong side of the cable, or hit a powerline with my daughter standing on the bow holding the forestay, we were very lucky. Our reward is this spot close to where it happened.

So be careful on the small sloughs and read your charts!

— mike weaver, pleasant hill

Roger and Me

My buddy Roger and I have been coming to the Delta for the last three years, as long as I have had my shoal-draft O'Day 22.

I looked at the towering main mast and tried to decide where to dive when it came down.

Our first time, we arrived at Lauritzen's Yacht Harbor in Antioch too late to launch, so we spent the night on the boat on the trailer in the parking lot. Even that was fun, sitting in the cockpit listening to music, watching the stars, having a drink or two and

'Kelika' in a rare moment afloat on Lost Slough.

out. Our first memorable sighting after a breakfast of cheese, cantaloupe and coffee was a couple fishing off the stern of a houseboat. What made it memorable is that she was topless.

We decided to try our hand at fishing in Frank's Tract, but didn't have any luck. So early in the afternoon we tied up at the Rusty Porthole. Over beers and a couple of burgers, we decided to spend our first night on the water in Georgianna Slough. After one more stop at Moore's Riverboat for a drink of mosquito repellent, we sailed toward the Highway 12 bridge. I was looking forward to using my new air horn and watching that big bridge open for Rog and me, but it didn't happen. After circling four times and blasting my horn about 10 times in various combinations of short and long, we finally read the sign that said the bridge tender would be back at 10 a.m. the next day.

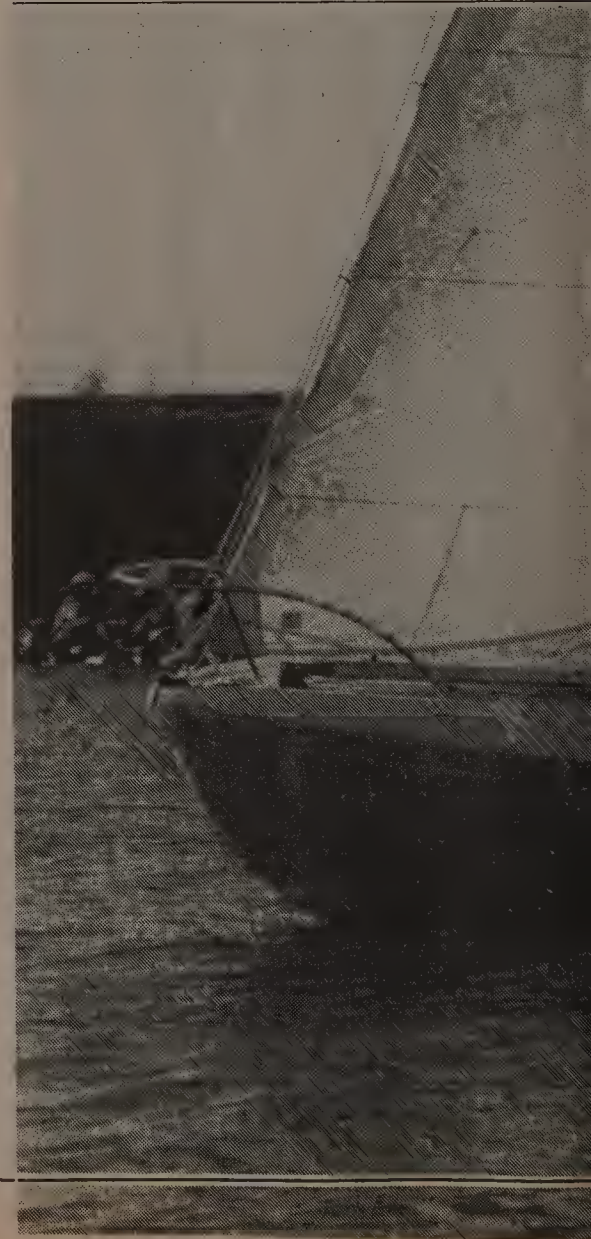
No problem. This is the Delta. We dropped our hook in the nearby tules. After evening cocktails and fried chicken we put out our crawdad basket and three fish lines. Roger hooked something that broke his line, but I never got a bite. The next morning I pulled up the basket — no crawdads and no bait.

At mid-morning the next day, a Friday, we blasted our horn, the bridge opened, and soon we were motoring up Georgianna Slough. We still consider it the greenest,

most interesting and prettiest of all the sloughs. We stopped at Ox Bow Marina to fill our reserve fuel container and check out some of the big motor yachts, then motored on to Locke. We tie up at Boon Dox, did a little sightseeing, and decided to sample the fare at Al the Wop's. After a few Bloody Marys and steak and peanut butter we felt content.

I finally did get a strike that first year. It happened on the way back to Antioch. Unfortunately, it was the mother of all strikes and in the blink of an eye, my spinner, line, rod and reel disappeared over the stern. So much for fishing. Roger still chuckles about it.

Few experiences can match that first trip, but last year we came close. We anchored up in the lee of an island and sacked out about 11 p.m. At 6:30 a.m., we arose, made coffee, got everything shipshape, started home — and suddenly realized nothing looked familiar. Even the sun was on the wrong side. It took awhile, but we finally figured out



that we'd broken loose during the night and the wind had blown us completely around the island before the anchor caught again.

of reliving and retelling the stories of our experiences.

— *glen davis, friant*

*She had visions
of us drifting
into the
main channel
and being cut in
half by a tanker.*

These trips to the Delta do wonders for me. They rejuvenate me. I enjoy all of it: the planning, the anticipating, and the pleasure

Only sailors get to experience the real serenity of the Delta. 'Mechanized' mariners don't know what they're missing.

Calls of Nature

When my wife and I took our 24-foot Islander Bahama into the Delta the first time, I knew how Columbus must have felt when he discovered America! Approaching the mouth of the Sacramento was a thrill I still recall with pleasure. Seeing that gap in the hills getting nearer, the big power lines, the bridge, all told me that this was going to be a great new adventure!

We have made 10 trips to the Delta since then, four with our 24-footer and six with our 30-foot Islander Bahama. All have been great, but none so memorable as those first few times.

We were still learning the boat back then, and one of the things my wife was really paranoid about was our anchor dragging. She had visions of us drifting into the main channel and being cut in half by a deep-draft

With fear comes a certain irritation of the lower bowel. Although our anchors have rarely dragged, one particular night she got so worked up over the big "what if", that before long, she had to use the head.

Now Islander Bahamas are somewhat



Delta destroyer.

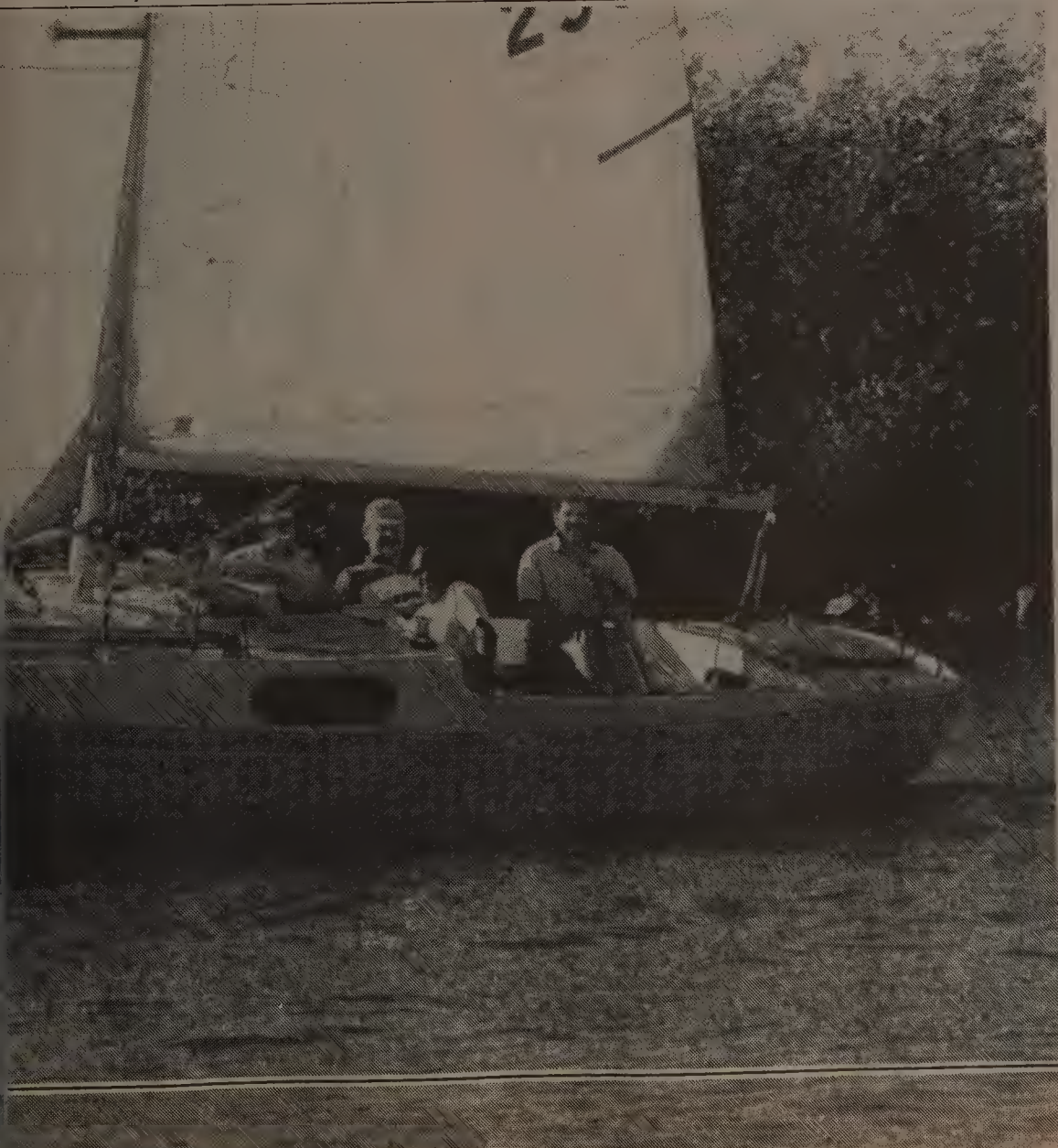
lacking in amenities, and like many small boats, the head is hidden under the V-berth. You should also know that my wife is 5'10" and I'm 6'7", so we really had to coordinate to move around below decks. Normally, we dealt with matters of nature before crawling into our bunks. That night was different. Talk about a Chinese fire drill!

Nature was running low on patience, so all the bedding and cushions had to be removed or pushed out of the way as quickly as possible. We'd no sooner gotten the bed remade and crawled back in than it was time to take it apart again. The third time, the toilet clogged. We both laugh about it now, but at the time, it was nearly a divorce in the making. We spent the rest of the night trying to sleep on the clammy vinyl settees, which were nearer the companionway and fresh air.

What we appreciate most about the Delta is its predictability. We have been going back to the same place for five years now, and every year, the same rope is hanging from the same tree. There's been no development, no tearing down, no building up. It's the most relaxing place I have ever visited. After five days, I find that nearly all of my aches and pains have disappeared; I'm sleeping better, loving better, living better. We don't have television. Sometimes we listen to the radio, but the sound is so artificial that it becomes intrusive. The best music is the sound of the wind in the branches of the tree we are tied to, the early morning hooting of the great horned owls on the other side of the island, the awning snapping in the afternoon breeze.

Nearly everyone we have talked to while in the Delta seems to feel much the same way. No one seems to be able to put their finger on *exactly* what the attraction is, but all agree there is a magnet there that drags each of us back, year after year.

— *h.d. neumann, redwood city*



LATITUDE/JR

LATITUDE/JR

DISPATCHES FROM THE DELTA

Carrying On

Years ago, we were running wing-and-wing toward Rio Vista aboard a beautiful Brixham trawler. Everything was flying aboard the lofty, plumb-stemmed ketch, headsails poled out, preventers on main and mizzen. Eighty-five feet of pure poetry and we were makin' knots, mon!

As we neared the Rio Vista lift bridge, the skipper radioed the tender and when the bridge came into sight, traffic was stopped, the bridge rising.

With a big bow wave, we cooked toward the bridge at 11 knots or so. Suddenly, the bridge stopped going up. But it was clearly not high enough for us to pass under.

While one of us blew the horn, another got on the radio. The skipper fired up the big diesel, putting it full-astern. There was no time to down-rig sails from the full running position, and no room to round up.

At full astern, the engine barely made a dent in our speed. We all fell silent — except for the horn blower and radio person who made lots of noise. I looked at the towering mainmast and tried to decide where to dive

when it came down.

As we rolled inexorably onward, the span started up again. We remained silent, deep

*I could have
gotten us off if my
wife hadn't
gunned the engine
in forward three
times before
I noticed.*

in thought. Would it get high enough soon enough? On we charged, helpless, and the bridge continued up in agonizing slow motion. Then it stopped again.

We held out breath. If it was our time, it

was our time; this was clearly out of our hands.

The big boat thundered on and we swept under the span, nobody breathing, to the twang-twang-twang of a masthead antenna whipping each girder under the roadway.

The boat must have gained a knot when we exhaled, Rio Vista fast falling astern.

— brooks townes, sausalito

Well, sorry Delta fans, but we're going to have to cut it there. We hope this first installment has whetted your appetite, because there's a lot more where this came from, including the rest of Brooks Townes' letter. Without giving anything away, it gets better with each 'turn of the river' and concludes with one of the most hilarious tales we've read anywhere.

So come on back for more dispatches from the Delta next month, same time, same channel. And between now and then, why not plan a trip upriver to make some memories of your own?

— latitude 38

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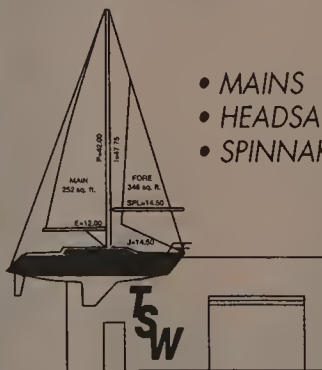
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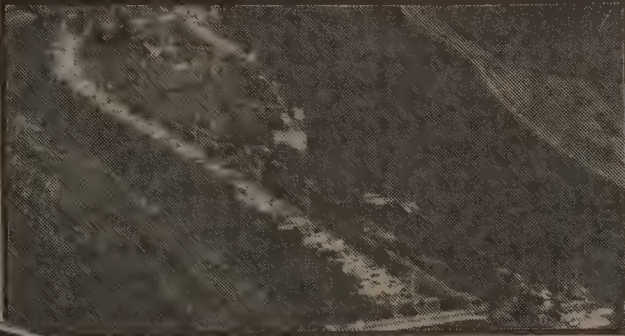
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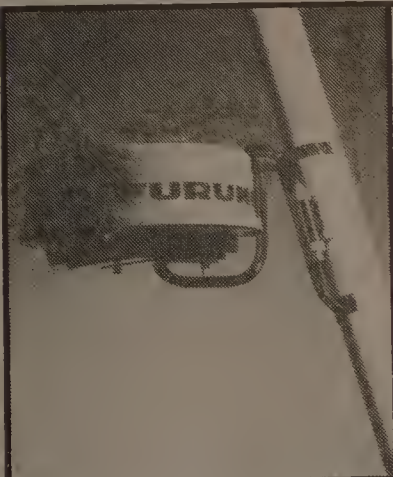
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THE '94 DITCH RUN:

Sixth-three boats 'dug' this year's fourth annual 65-mile Ditch Run — more formally known as the San Francisco to Stockton Race — on Saturday, June 11. It was a milestone year all around: attendance was at an all-time high (up from the previous high of 53 boats in 1992), the course record was crushed by an overgrown Hobie cat named *Rocket 88*, and the race generated a record profit (some \$700) to be split between the junior sailing programs of co-hosts Richmond YC and Stockton Sailing Club. There were also a record number of DNFs due to navigational errors, gear failures, operator failures, and — dare we say it? — race committee errors. It will also probably be remembered as the year this supposed 'feeder' race eclipsed the main event, the following weekend's 140-mile South Tower Race.

Conditions couldn't have been any better for the 11:00 a.m. start off The Brothers. It was sunny and warm, the current was largely favorable all day (i.e., flooding) and the wind held at 10-15 knots from the southwest, with gusts up to 25 in Suisun Bay. In short, it was a perfect day for a quick jaunt through the Delta.

We sailed on Peter Hogg's Antrim 40 *Aotea*, one of 12 multihulls comprising the largest gathering of 'funny boats' in recent memory. This being *Latitude*'s annual Delta issue, we had noble aspirations of taking notes and pictures all day long as we peacefully meandered our way to Stockton. Wrong! We ripped up to the finish line in overdrive — hitting 25 knots occasionally —

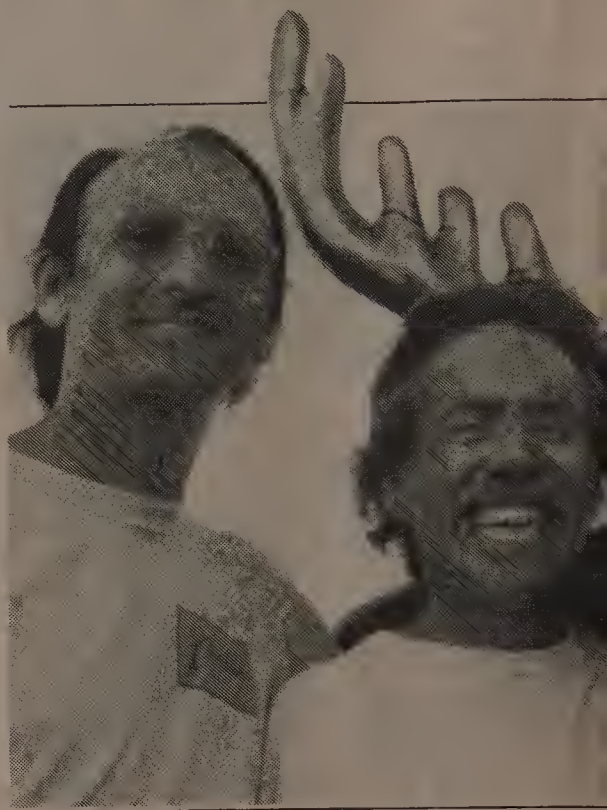
TomCat.

The only 'problem' was Serge Pond's *Rocket 88*, which basically blew our doors off. *Rocket* nailed the multihull start — the last of the four starts — and passed most of the fleet in the first half hour of sailing. They passed the lead boat, Chuck Jacobson's SC 50 *Allure*, right before the Carquinez Bridge, and then really ignited the afterburners. No one saw the *Rocket* again until she was disassembled on her trailer, packed up for the ride home to Santa Cruz. Rating -160 to *Aotea*'s -100, the speedy 'D' cat (a bigger development of 'B' cats, which became Tornados, and 'C' cats, the Little America's Cup boats) simply walked away from us despite taking their kite down and sailing under main alone several times.

"They did a great job," remarked *Aotea* designer and crewman Jim Antrim. "It's a pretty dicey boat, and they held it together all day. I kind of expected to round a bend in the river and find pieces of *Rocket* imbedded about 20 feet up on the bank!"

"What a hoot!" enthused owner Serge Ponds, an employee of the County of Santa Cruz. "Breaking the record was just an added bonus."

Ponds and his crew, the husband/wife team of Jay and Denise Crum, didn't just break the record, they obliterated it — their teeth-rattling 4 hour, 59 minute ride lowered



minutes later, also broke the previous record, but the day belonged to *Rocket 88*.

"We ate ahead of time, and barely had time to drink some water," explained Crum, a Santa Cruz shipwright and veteran multihuller. "We were really busy tending the mainsheet — which is 100 feet long on a 24-part purchase (there are no winches or boom) — and just holding on. The acceleration can actually whip you overboard. . . Serge had a chart wrapped in a baggie in his pocket, but we only consulted it once. We memorized the course ahead of time, and always stayed in the channel. . . I'm sure we hit 30 a few times — the boat felt like a leaf in the wind, and we could have started tumbling at any time."

Built in '87 by Ponds and Crum, the Howard Spruit design's 'D-days' appear to be over. "We had some great 'cat fights' with *Beowulf* over the years," said Crum, "but now we're concentrating on going after any course records that the race committees will let us have a shot at. We're planning to do the Jazz Cup next, and our long range goal is the Ensenada Race, which at the moment we'd have to enter unofficially."

As usually happens with multihull racing — especially on a downwind, flood race — a smaller boat corrected out. In this case, it was the F-27 *Wingit*, sailed by Ray Wells with only his teenage daughter Amy aboard as crew. Bill Maudru's Cross 46 *Defiance* raced for the first time since she flipped in last summer's Coastal Cup, finishing poorly due to waiting for almost an hour for the railroad bridge at Benicia to open ("My rig might have fit under," said Bill, "but I wasn't about to test my insurance policy again!"). And the much-anticipated showdown between the two high-tech -30 raters ended improbably in a draw: both Mike Reppy's



'Rocket 88' off Santa Cruz. "It's hard to go back to monohulls after you've sailed a boat like this," admits Jay Crum.

the record by 45 minutes! *Rocket*'s new benchmark should stand for a long, long time. *Aotea*, which pulled into Stockton 23

and spent much of the day being firehosed by the warm Delta waters. It was an exhilarating ride, and we knew we were on pace to break the record of 5 hours, 45 minutes and 18 seconds, set in 1993 by Paul Simonsen on his Morelli 40 catamaran

ROCKETING TO STOCKTON



ALL PHOTOS LATITUDE/ROB

The Rocketeers, from left: 'Louie the Pit Boss', owner Serge Pond (with first-to-finish trophy), crew Denise and Jay Crum.

Shuttleworth 30 *Nai'a* and Dan Buhler's Antrim 30 *Erin* ploughed aground so hard in Suisun Bay that they each had to withdraw.

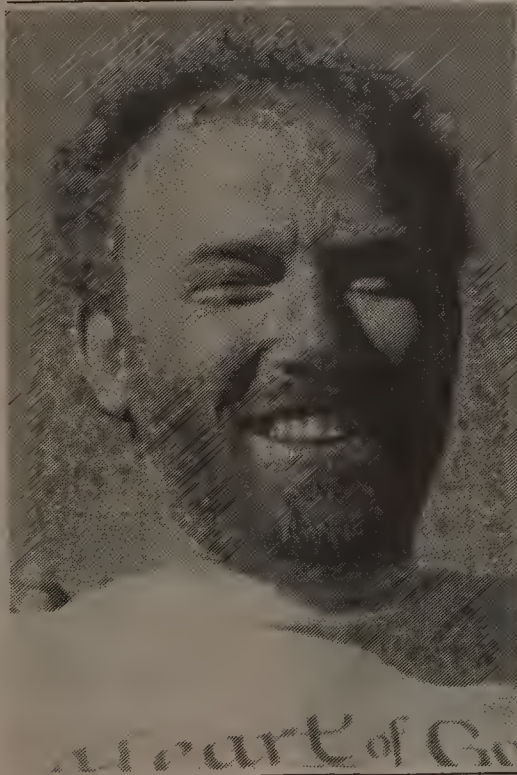
Meanwhile in the monohull fleet, confusion reigned. Despite also waiting at the Benicia Bridge (but for only 10 minutes while the bridge keeper was in the head), *Allure* was nonetheless the first 'real' boat to reach Stockton, pulling in an hour after *Rocket 88* at 5:20 p.m. Jacobson and his crew, which included designer Bill Lee, were soon bummed to learn that there had been a poorly signalled general recall that they hadn't gone back for. We still don't quite understand how the Richmond YC got so screwed up — either a gun misfired, or the wrong flag went up, or the race instructions were fuzzy, or something — but six boats interpreted it as an individual recall and simply carried on.

The others went back, only to start with the next class — which ignored the general recall and collectively started five minutes too early, as did every class from then on. Technically, we suppose the entire race could have been thrown out, and no one felt worse about it than race chairman and Bloom County crewmember John Dukat, himself a PMS victim.

Pulling another 'wabbit' out of his hat to win the 26-boat ULDB class — and the race overall — was veteran 'wiver winner' Colin Moore, who sailed *Kwazy* with Don Teakell and Lorn Marcellini. Wabbits, in fact, swept four of the five top spots overall, interrupted only by Tony Pohl's *Melges 24 Batteries Not*

Included in third. Of the seven Wabbits entered, one finished down the list, one PMSed and one DNFed 'with honor': Bill Hartinger's *Sly Rabbit* wiped out in San Pablo Bay, breaking their pole and drowning Hartinger's pager. His wife was expecting a baby at any moment, so they called it quits.

Had the custom 26-footer *Bear Grotto* and the B-25 *Wanna-B* not PMSed, they would have corrected second and third. Still,



'Kwazy' guy Colin Moore was the overall winner. "My three favorite races are the Ditch Run, the Wiver Wun and the Jazz Cup," he claimed.

that didn't dampen the enthusiasm of the Wabbit fanatics, one of whom pointed out gleefully, "Wabbits are still the best bang for

the buck! You could have bought today's entire Wabbit fleet for the price of one *Melges 24*!"

The top boat in the Cruising division, which allows one hour of motoring, was Joan Harp's *Nonsuch 30 Sea Harp II*, while Gene Runion's *Islander 28 Rubicon* took heavy boat honors. Both boats sail out of the Stockton SC, and are well acquainted with the subtleties of ditch sailing.

Notable among the 13 non-finishers were a new unnamed *Ultimate 20*, which dismasted for unknown reasons, and *Share-Holder*, Gary Albright's *Holder 20*, which had been doing really well when it swamped. Unlike the crew of the *Ultimate 20*, who declined to speak with us 'on the record', Albright was refreshingly straightforward. "It was pure operator failure," he admitted. "We broached in the 'Bermuda Triangle' of Suisun Bay, about a mile from the smokestacks at New York Slough. Unfortunately, we didn't have the hatchboards in, and the boat filled up with water. The boat has positive flotation, so we couldn't sink — and someone was towing us towards shore when the Coast Guard arrived. They pumped us



Kim Desenberg was busted up by this year's Ditch Run.

out and took us into Pittsburg Marina, doing an excellent job."

With 63 boats, there were obviously many other war stories. But perhaps the

'94 DITCH RUN

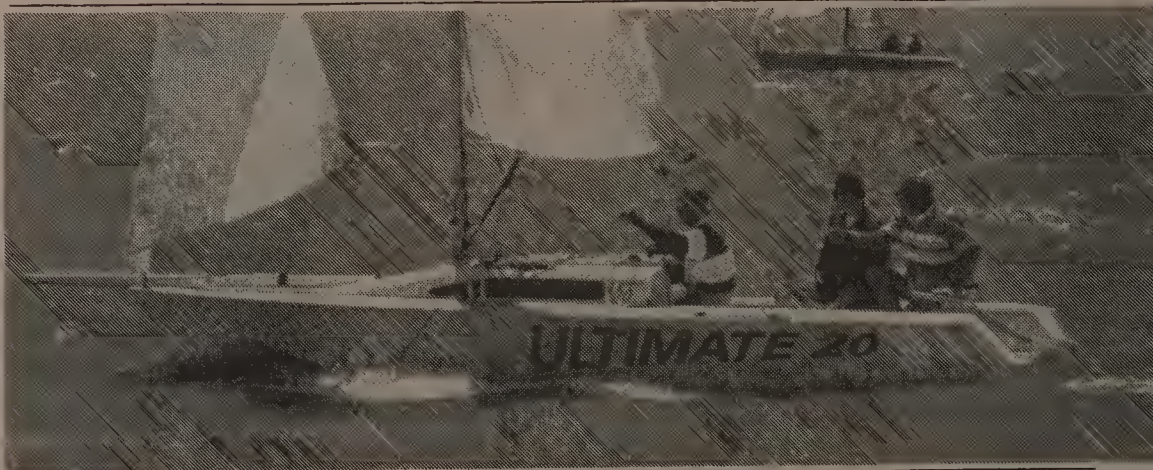
biggest story of all is the future of this delightful race: in its short lifetime, it has already superseded the South Tower Race in terms of entries and popularity. "We're actually starting to hurt the South Tower Race, not help it," claimed Dukat. "People who can only do one weekend are opting for the easier, more fun race — who has time to do back-to-back weekend distance races anymore?"

Accordingly, next year's Ditch Run will be held after the South Tower Race — possibly as a kick-off to the Fourth of July weekend. By avoiding a long-standing scheduling conflict with the Farallones Race, and by holding it during prime Delta cruising time, Dukat is convinced the race will attract over 100 boats next year.

"But then we'd probably have a slow race," mused John. "Can you imagine the fleet drifting through Mandeville Cut during the fireworks display?"

— *latitude/rkm*

ULDB — 1) **Kwazy**, Wabbit, Colin Moore; 2) **Tulewemia**, Wabbit, Mark Harpainter; 3) **Batteries Not Included**, Melges 24, Tony Pohl; 4) **Mr. McGregor**, Wabbit, Kim Desenberg; 5) **Wind Blown**



The Ultimate 20 before the fall.

Hare, Wabbit, Steve Bates; 6) **Desperado**, Express 27, John Donovan; 7) **Taz**, Moore 24, Erich Bauer; 8) **Kangaroo Court**, Moore 24, Peter Carrick; 9) **Zilla**, B-25, Mark Thomas; 10) **Special Edition**, Wilderness 30, Eric Sultan. (26 boats)

MULTIHULL — 1) **Wingit**, F-27, Ray Wells; 2) **Bad Boy**, F-27, Gary Helms; 3) **Triptych**, F-27, Ken Kinoshita; 4) **The Wild Thing**, F-24, Vic Thiry; 5) **Trickery**, F-24, Eugene Mai. (12 boats)

HEAVY — 1) **Rubicon**, Islander 28, Gene Runion; 2) **Aberrant**, Coronado 25, Jim Riddles; 3) **Shiloh**, Capri 26, Phil McCaleb; 4) **Sea Spell**,

Venture 24, Bill Yeagen; 5) **Retriever**, Wavelength 24, David Maxwell; 6) **Fairhaven**, 1880 Vineyard Sound ketch, Gordy Nash; 7) **Expeditious**, Express 34, Bartz Schneider; 8) **Ozone**, Olson 34, Carl & Jim Bauer; 9) **Chili!**, Santana 30/30, Mike Maurier; 10) **Bottom Line**, Choate 40, John Walker. (19 boats)

CRUISE — 1) **Sea Harp II**, Nonsuch 30, Joan Harp; 2) **Jibe Turkey**, Clipper Marine 26, Jerry Barker; 3) **Mandalay**, Catalina 36, Bill Lancaster. (6 boats)

OVERALL (ULDB & HEAVY) — 1) **Kwazy**; 2) **Tulewemia**; 3) **Batteries Not Included**; 4) **Mr. McGregor**; 5) **Wind Blown Hare**; 6) **Desperado**; 7) **Taz**; 8) **Kangaroo Court**; 9) **Rubicon**; 10) **Aberrant**. (45 boats)

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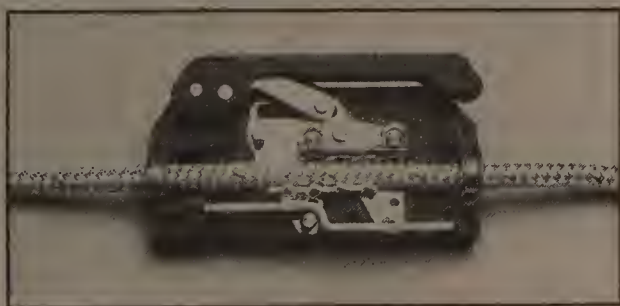
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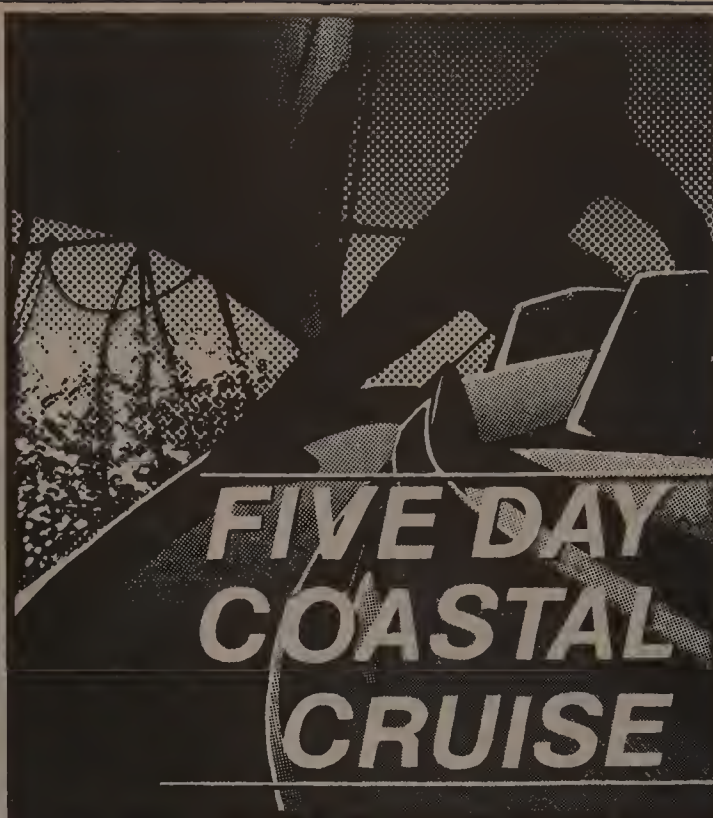
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NOWHERE TO RUN

Sailing from New Zealand to Tonga or Fiji in the southern hemisphere's fall is supposed to be only a minor challenge. It is a fairly long trip, almost 1,100 miles to Tonga, and the weather can be a little goofy, but the worst of it is usually at the beginning of the passage. By watching the forecasts and picking the right weather, you can usually make it without too much trouble.

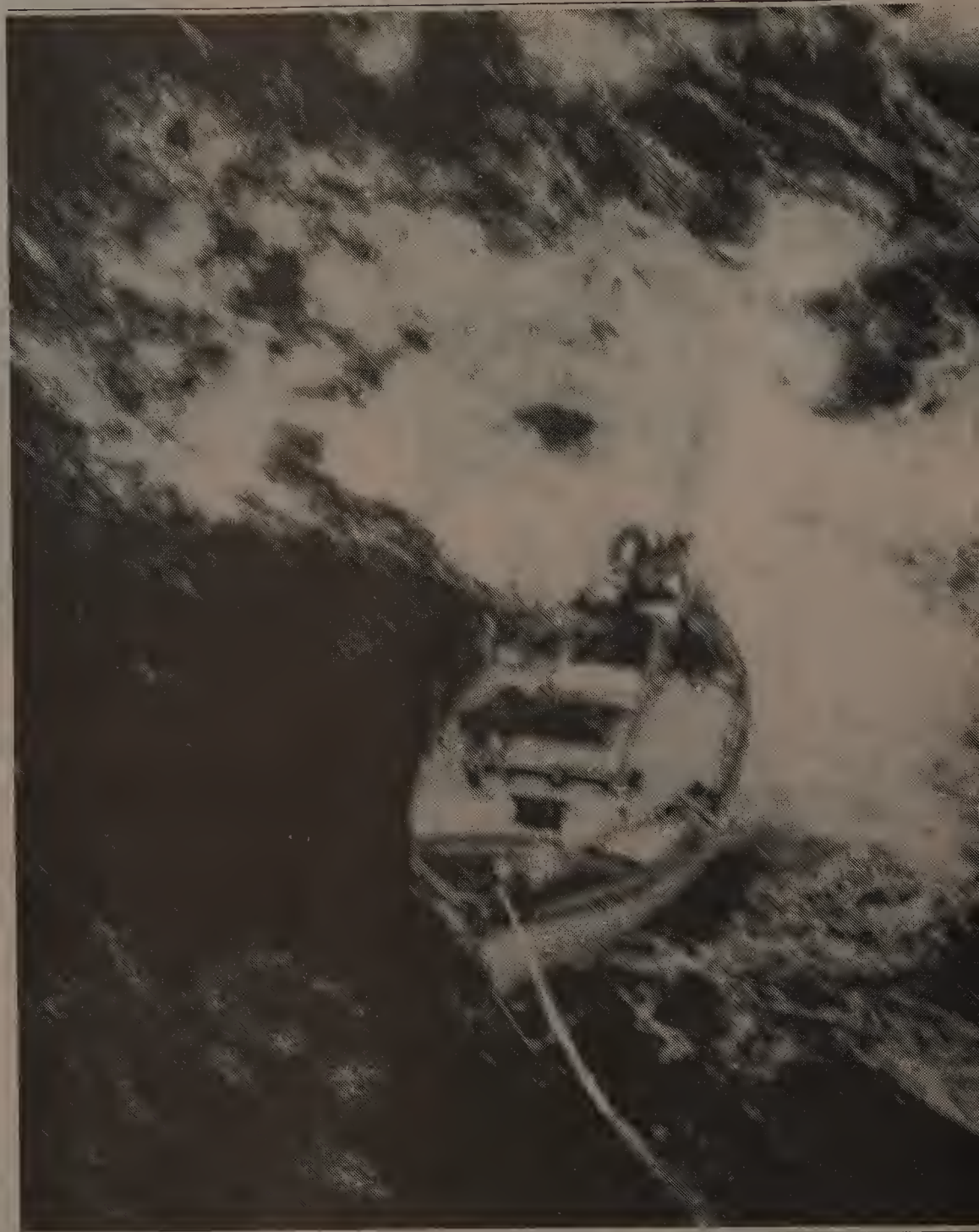
The weather played a wild card early this June, however, and eight cruising boats were lost. Three crew of one yacht are still missing and presumed lost. It was the worst yachting disaster in recent memory. What happened?

A lot of boats — both Kiwis headed out on their annual vacations and North American 'Milk Runners' migrating back to the South Pacific after spending hurricane season in New Zealand — were poised to depart by the last weekend of May. Some would have left earlier, but it had been blowing hard out of the West for weeks and produced a sloppy, 12-foot beam sea that most everyone elected to wait out. In addition, 35 boats in the Island Cruising Regatta's second sailing to Tonga were scheduled to depart on Saturday, May 28.

The long-expected southwest shift finally came through on Sunday, and at least 50 boats took off in what promised to be perfect weather conditions: strong southwesterlies shifting south and southeast as the next high slid by. It was still windy and lumpy, but at least the wind and seas were well aft of the beam.

It looked like the biggest potential problem would be being 'late' for the high and winding up with northerly headwinds; so those that could put the pedal to the metal. Our Schumacher 50 *Heart of Gold* liked the windy running conditions and we cranked off 830 miles in four days. It ultimately saved our butts, but at the time we weren't enjoying the conditions nearly as much as the boat was.

The first hint of trouble came on mid-day Thursday when the 24-hour prognosis map broadcast from New Zealand showed a weak low forming on the South Pacific Con-



didn't motivate us to slow down any.

The low was about 1000 millibars by mid-day Friday, as forecast. Then it started deepening and moving southeast towards the fleet. By Saturday the low had dropped to less than 980 Mb and moved south and east, right across the rhumbline between

There are many excellent books on heavy weather sailing — and Mother Nature hasn't read any of them. This is 'Sophia' after she was rolled.

all, signals from 14 EPIRBs were recorded.

A New Zealand Air Force P-3 Orion sub-hunter had been up at the time and spent the night counting EPIRB signals, talking to disabled yachts over the VHF and coordinating rescue efforts. Fortunately, the Kiwi survey vessel HMNZS *Monowai* was also on her way to Tonga and was able to help.

Winds were reported between 50 and 70 knots during the evening check-in for the regatta and on Keri Keri Radio. Later that night, some estimated the winds as high as 90 knots. Beyond labeling them "horrendous," it was impossible for anyone on a yacht to accurately estimate the size of the seas. The *Monowai* reported that the waves

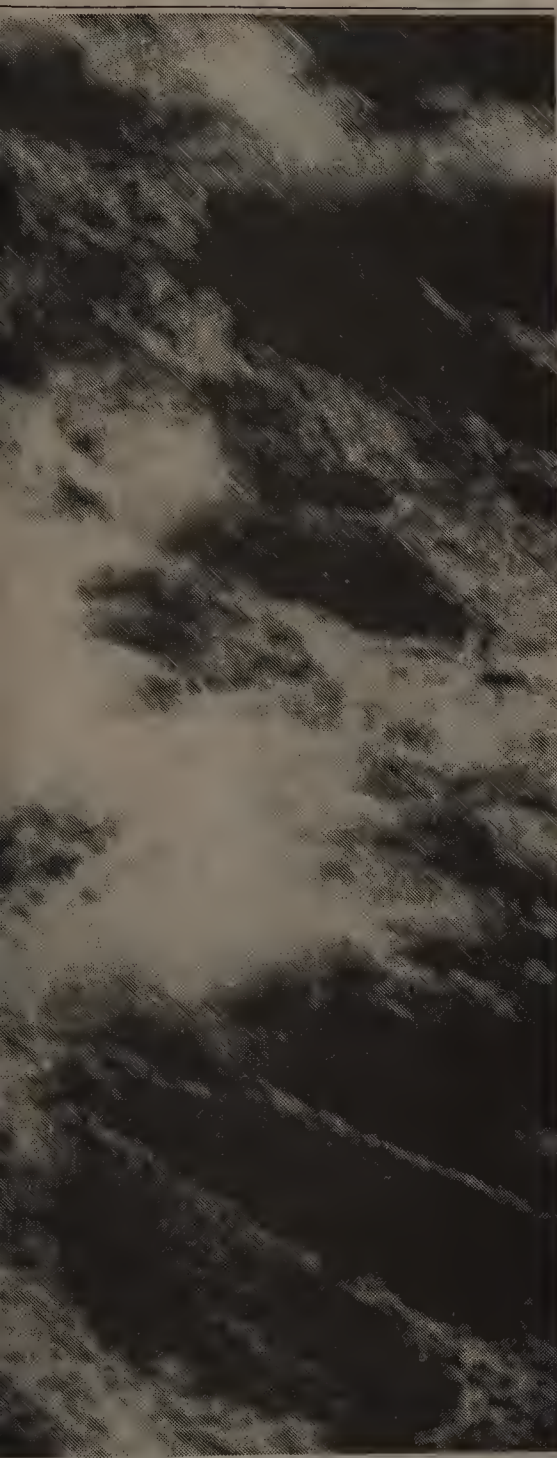
The weather played a wild card in early June, and eight cruising boats were lost.

vergence Zone west of Fiji. That's how cyclones form, but it was well past cyclone season — wasn't it? As Arnold, who religiously reports the weather in the South Pacific, kept telling us, any low up there was certainly worth watching. That certainly

New Zealand and Tonga.

The shit really hit the fan Saturday night. Seven boats were disabled that night, most of them as a result of being rolled. In

NOWHERE TO HIDE



PATRICK STRANGE/FLETCHER CHALLENGE LIMITED

shot across to the cat. Bill and Robyn clipped on and were pulled over and through 100 meters of ocean!

The *Monowai* also picked up the two crew off of *Pilot*, an American vessel of unknown homeport, which had dismasted and was dis-

son, was also aboard. The vessel was never sighted, but their liferaft was found. It was empty except for an operating EPIRB. The Orions have repeatedly searched an extended area around *Quartermaster's* last reported position but with no success. The Rimmers remain missing.

Organizers of the Island Cruising Regatta, Don and Jenny Mundell, deserve credit for

*Bill and Robyn clipped on
and were pulled over and through 100
meters of ocean.*

abled. *Pilot* apparently had no EPIRB or SSB, and was found literally by accident.

The third crew picked up by the *Monowai* was that of *Silver Shadow*, a 42-foot cold-molded sloop from Wellington, New Zealand. Her crew was also handling the conditions well with more than 50 knots of wind by running with a storm jib and having the autopilot steer. But she was suddenly knocked down and dismasted by a rogue wave on her beam. The crew cut away the rig and tidied up, and felt they were all right. A short time later, they were rolled 360°, during which the skipper broke his shoulder, the liferaft was lost off the deck, and all of the electrics were knocked out. They set off their EPIRB and were picked up and taken to Tonga.

Dana and Paula Dinius' San Diego-based *Destiny* was also dismasted and disabled. Dan suffered a broken leg when that boat also rolled. Both he and Paula were taken aboard the Fijian freighter *Tui Cakan III* and returned to Auckland.

The catamaran *Heartlight*, port unknown, with two Kiwis and one American aboard, broke up completely and sank. The crew was picked up by a New Zealand fishing vessel and returned to Auckland.

Sofia, a 32-ft fiberglass sloop from New Zealand, was another rollover victim. Kiwi skipper Keith Levy and his Swiss crew Ursula Schmidt were rescued from the dismasted, disabled boat by the French naval ship *Jacques Cartier* and taken to Auckland.

Waikiwi II from Lyttelton, New Zealand, made it through the 60-70 knot winds of Saturday night hove to under bare poles. But on Sunday, she was rolled and dismasted at 33°S as the storm continued to the southeast. Like *Silver Shadow*, her deck-mounted liferaft was lost in the rollover. The uninjured crew were taken aboard a Panama-bound container ship. The vessel was abandoned.

Finally, there was *Quartermaster*, a Whiting 40 out of Auckland owned by Bob and Marie Rimmer. Marie's son, Jim Ander-

son, was also aboard. The vessel was never sighted, but their liferaft was found. It was empty except for an operating EPIRB. The Orions have repeatedly searched an extended area around *Quartermaster's* last reported position but with no success. The Rimmers remain missing.

So where did the 'Mother of all Storms' come from? The technical explanations are predictably unsatisfying. Bob McDavit of the New Zealand Met Service issued a statement that said the depression was triggered when a cold high-level air stream from the south reached up into the tropics and mixed with a shallow low area lying between Vanuatu and Fiji. He went on to say that it had not been a tropical cyclone because it was "lacking the symmetric warm center."

According to the Met Office, the depression reached 979 Mb — although others recorded it as low as 976 Mb. This is extraordinarily low when you consider the latitude. It takes a lot fewer isobars to make breeze at 20° or 30° than at 40° or 50° latitude.

A major part of the climatic violence was related to a relatively stationary high that had taken up residence over New Zealand. The 'squash' of the isobars between the depression and the high produced intense winds on the south side of the depression.

Arnold, ZK1DB, watches the South Pacific weather from Rarotonga, Cook Islands, and runs the weather net on 14318, 0400Z. He said that low area was there all right, and had been for some time — although it hadn't shown up on the New Zealand weather maps. In his opinion, had it been left alone, it wouldn't have amounted to much. But an upper-level trough associated with the next low to the south and west of Tasmania brought a ton of cold air north. The convergence of the cold upper-level southerlies and the warm, moist northerlies produced a rapidly intensifying depression. It was literally a 'meteorological bomb'.

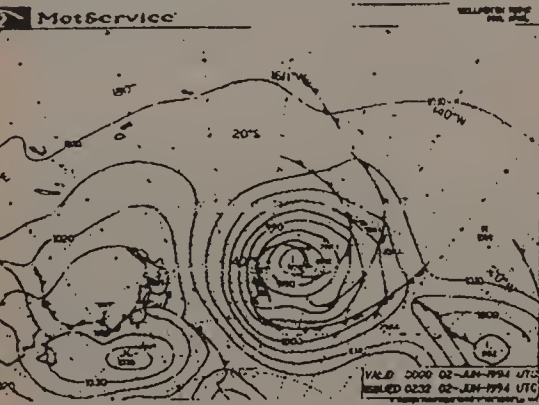
Arnold further believes the center was

were above her bridge, which is 35 feet off the surface. On Sunday morning the crew of the P-3 Orion estimated the seas at 10-12 meters. In the area where the worst damage was reported, between 28° and 29°S and 178° to 179°E, the barometer dropped more than 40 points in 12 hours!

Search and rescue efforts continued right through the worst of it. The first crew rescued was that of the Aussie catamaran *Ramtha*. They were coping with conditions until they were nearly rolled and the steering broke. Unable to control the boat and with *Monowai* standing by, the catamaran crew decided to abandon their vessel. It was too rough at that point for *Monowai* to launch her large rigid-hull inflatables, so a line was

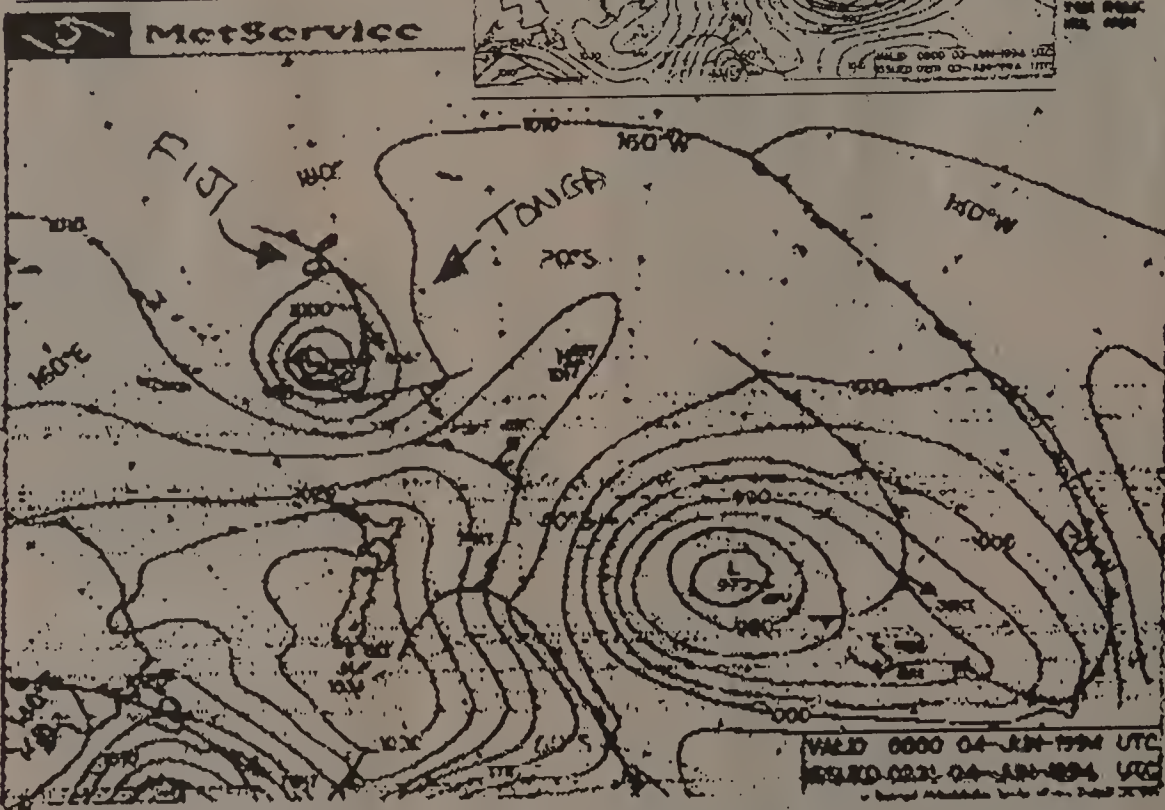
NOWHERE TO RUN

more like a very deep trough with a distributed center, which would explain the conflicting wind reports and very confused seas. Intense cloud cover had made it hard to track by satellite. Arnold also said that at one



point south of the Kermadecs, the storm showed an eye and the classic spiral clouds of a hurricane. As such, he — like the man at the New Zealand Met Office — characterized it as a cold-center depression and not a cyclone (hurricane). But as my Grandpa used to say, "If it walks like a duck and talks like a duck, maybe you ought to think 'duck'."

What can cruisers learn from all this? The boats that were lost — and those that made it through — came in all flavors. Being full-keeled and indestructible didn't help *Sofia*, and being agile and able to keep sailing didn't help *Silver Shadow*. Two cata-



Weatherfaxes from Thursday (top left), Friday (top) and Saturday show the storm's progression.

on both hulls helped a lot, as it allowed the boat to skate around and not get 'tripped'.

since no one remembers anything like it happening before at this time of year, who knows when it might happen next? Once the thing got started, the forecasts were mostly correct. But by that time most of the boats were 300 to 500 miles from shelter.

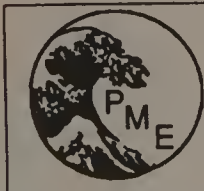
And where were we Saturday night? We're almost embarrassed to admit it . . . in the bar at the Royal Sunset Resort in Tonga. We'd covered the 1,080 miles in five days and eight hours. Thank you, Carl Schumacher.

— jim & sue corenman

The boats that were lost — and those that made it through — came in all flavors.

marans were lost, yet *Vivace*, a new Kiwi 50-footer, came through the worst of it with nothing more than some broken china. They did report that pulling up the daggerboards

Could the storm have been better forecast? Probably only in retrospect. Given the same set of circumstances, they'll probably be able to call it a little earlier next time. But



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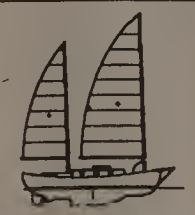
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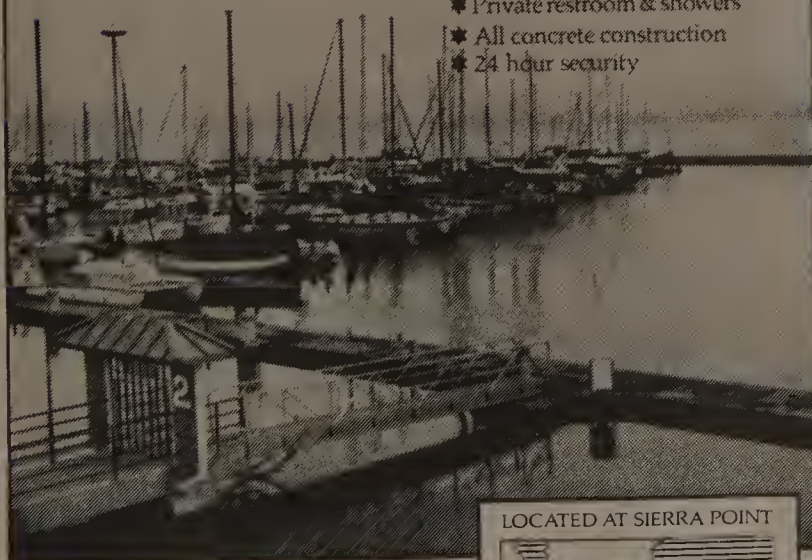
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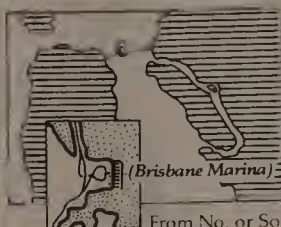
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RAY JASON'S

Lessons of the Sea

Crossing the finish line of the Single-handed TransPac was exquisite. Finding the finish line of the Singlehanded Transpac was excruciating.

At the final skippers' meeting, the race committee had briefed us on weather patterns, emergency radio frequencies and starting line penalties. But somehow they forgot to brief us on Charo.

Now don't try to tell me that you don't know who she is. Because I know that you know that she is that multi-talented star of stage and screen, that singer, dancer and actress, that koochie-koochie gal — and most importantly to this sea gypsy yarn — that budding restaurateur.

Her new eatery at Hanalei Bay, Kauai, just happened to be directly behind the Singlehanded TransPac finish line. What made this dangerous was the fact that she had chosen a nautical motif for her decor, which included bright port and starboard 'running lights' on the beachside patio. Since the green light on the finish line buoy is not distinctly different from the green light on her tiki-torch deck, it made for heart-stopping navigation. One mistake and you'd be crunching coral while Charo giggled "koochie-koochie" from her veranda.

If your arrival happened to be in daylight, this was not a problem because the difference between a buoy and a restaurant is fairly obvious. So naturally my finish was at



Ray Jason.

night.

There was a lot of haze near the entrance to Hanalei Bay as I made my final approach. Whether this was actually due to the nearness of Puff the Magic Dragon I was

never able to confirm. But I can assure you that the green light that I was searching for seemed to keep changing position. Since I wasn't even aware of the existence of Charo's restaurant, and since the race committee wasn't allowed to clarify my confusion, I closed out the 20th day of my sleep-deprived but excitement-filled TransPac in nerve-wracking fashion.

I didn't have GPS or radar to verify my position, but my coastal piloting skills eventually guided me safely to the correct green light. I suspected that if I actually had been bearing down on Charo's boat-hungry reef, the race committee would have spoken up before *Aventura* and I became the 'special of the day'.

Once I had rounded the mark and officially finished the race, things turned golden. A big inflatable dinghy with a powerful engine planed out to me and three race committee members shouted congratulations as they climbed aboard. First they ascertained that the seal on my prop shaft had not been broken. This indicated that my engine had only been used to charge batteries and not to provide propulsion. Once this was established they dropped and flaked my sails, motored me into the bay, set my anchor and took me ashore to party.

And what a wonderful party it was. Before the race each skipper gets to choose a beverage that will be awaiting him at the finish. My selection had been a six-pack of cold Anchor Steam Beer. Arriving at the beach I was greeted by a large, boisterous group of fellow racers, their families and friends. A beautiful woman stepped out of the crowd and draped a plumeria lei around my neck while a less-than-beautiful multihull skipper handed me a deliciously cold bottle of Anchor Steam.

Then there were cheers, toasts and good-natured teasing from all of these people for whom I cared so very much. Stories were told, stupid actions were laughed about, the windless Pacific High was cursed, spinnaker wraps were wound and unwound and for one brief moment during that long and glorious reunion I think that the truth might have even been distorted. It was a night of special magnificence, a night to revel in challenges accepted and goals achieved, a night of such shining luminosity that its afterglow has helped me through some dark and difficult times since.

It was also a night to sleep. After almost three full weeks of catnapping in 20-minute segments, I was ready for some serious slumber. One of the best and nicest racers, Bob Cranmer-Brown, who had bullied an unco-



operative 60-footer across that big piece of Pacific, had rented a house on the beach. He generously let me sleep there that night and even though I woke up every 20 minutes, it was glorious to not have to go topside to scan the horizon.

The next morning I borrowed a dinghy to row out to *Aventura*. Halfway there I was hailed by one of my favorite skippers from any race or any ocean. He hadn't been ashore for my arrival party because he is rather shy and not too comfortable in crowds. I had really been looking forward to seeing him again because I respected his seamanship and boat handling so much. He had done well in the race and when I congratulated him he shrugged it off with his customary modesty, claiming that he just got lucky.

We had a delightful time chatting for about 30 minutes and then I popped the big question that I had been formulating for over 2,000 solo miles:

"Skipper, I just couldn't balance my boat to keep her from rolling in those big tradewind seas. I tried every possible sail combination. I shifted weight to all positions on the boat. But I just couldn't keep her from corkscrewing down the waves. Is there any way to deal with the rolling? Is there some secret solution?"



COURTESY RAY JASON

'Aventura' heads out the Golden Gate at the start of Ray's Singlehanded TransPac.

"Yes," he replied, "There is indeed."

Then he drew a little closer to me. He leaned slightly forward and with a peaceful but serious look he said:

"The secret is simple: You must learn to love the rolling!"

In 7,000+ solo miles since then I have "learned to love the rolling." And not just literally when at sea, but also metaphorically when on land and I am being pitched and rolled in the maelstrom of human endeavor.

This next vignette, which is fictionalized fact, as they all are, is based on a true story about a cruising couple whose capacity to "learn to love the rolling" was put to perhaps the ultimate test.

Frozen Assets

"The Ziploc bag!" he shouted to his wife who was already in the liferaft. "I'm going back for it."

"No, don't, don't," she pleaded. "It's not worth dying for. The boat could sink at any moment and you could get trapped inside."

But the \$15,000 that he had sealed in a Ziploc bag and hidden deep in the freezer seemed worth the risk. At least they'd have a little something to start over with.

Like so many other cruisers they had sold

everything to buy their dream boat. When it would soon slip below the surface on its solitary slide to deep death, it would carry all of their possessions. He had to get to that plastic bag filled with hundreds and filled with hope. He had to keep the sea devils from gaining a total victory.

In the darkness he found the companion-way hatch and plunged below — all too literally, for the water was already above his knees. He was naked except for a bulky foul weather jacket that he grabbed when the impact had hurled him from his bunk. In equatorial latitudes he preferred nude slumber — a penchant his wife dubbed 'sleeping tropicale'. His bare legs made it easy for him to monitor the water's rise as he desperately flung pork chops and popsicles out of the

but the quick lurch had knocked something against his elbow. He grabbed at it. Incredible! It was a full Ziploc! As the deepening water ballooned out his foul-weather coat, he stuffed the bag in a big pocket and hurried up the ladder. He had no intention of drowning down there while doing his impression of the Michelin Man.

Once topside his eyes had no trouble adjusting to the darkness. Indeed, with the faint starlight it was actually easier to see up there than it had been in the total blackness down below. His wife's worried face stood out clearly in the doorway of the liferaft. In fact the ghostly vividness of her features brought to mind the phrase 'white with fear'. He could plainly see that she was shouting and as he moved down the sidedeck her words became audible:

"Hurry, hurry, she's going down fast!"

And truly she was. For no sooner had he recalled the advice of an old sailing mentor to 'Only step up into a liferaft' than it was time to do just that. His final movement aboard their beloved sloop was more comic than heroic; more a staggering lurch than a graceful step onto the flexing raft. His wife later said that he looked like 'a mallard on rollerblades'. But at the time, she didn't say anything. She was too busy cutting the tether that attached them to the sailboat. Otherwise they could be pulled beneath the waves, unwilling riders in the caboose of a deep-sea death train.

Now the raft was drifting away from the mortally wounded sloop. Like a sounding whale, the stern lifted slightly as she made her final plunge.

And then she was gone; the magnificent swan of fiberglass, aluminum and dacron that had swelled their hearts with pride. Now there was just a profound emptiness on the vast, dark ocean. Her disappearance had been so swift and surreal that it was as if she had never existed — as if she had been only the shadow of an illusion of a mirage.

At this point the overwhelming despair that they felt nearly paralyzed them. They

Bare legs made it easy to monitor the water's rise as he desperately flung pork chops and popsicles out of the reefer box.

reefer box. He knew he was really in trouble when he started to giggle. This meant that the swallowing sea was now tickling a certain sensitive portion of his anatomy.

Suddenly the boat lunged downward and to starboard. He couldn't delay any longer. He started to pull his hand out of the freezer,

could not move or speak or think. They could only stare. Together they had spent years transforming a dream into a splendid reality, only to witness it mockingly shattered in a few hundred seconds.

The words that broke the silence surprised both of them:

SEA GYPSY VIGNETTES

"The back porch. That goddamned back porch!" cursed the husband. "It must have been all of that crap!"

It had suddenly occurred to him that they hadn't seen the giant ship approaching because their view astern was partially

of its horn. A long, loud blast, which meant it was close. Then a powerful beam of light danced through their bright orange canopy. It disappeared, came back, then steadied

company's insurance agency to make sure that they received a just settlement. In his 27 years as a ship's officer he had never experienced anything like this and he was deeply despondent.

*One mistake and you'd
be crunching coral while Charo giggled
"koochie-koochie" from her veranda.*

obstructed by all of the gear attached to the stern rail. This included propane tanks, fenders, an outboard engine, a wind generator, a horseshoe buoy, a barbecue and so much other stuff that it reminded them of the comically cluttered back porch of the house they had sold. But this wasn't funny. This was tragic. And it could prove deadly. Because for every miraculous liferaft survival story, who could know how many other such tiny, fragile craft had not made it?

Before they could ponder the severity of their situation, their luck suddenly took a turn for the better. The ship gave a long blast

itself on them.

The ship was coming back and they would be rescued. This was truly amazing for it was very likely that the huge vessel had never even felt the impact. Like running over a Rice Krispie. You'd never hear it snap, crackle or pop.

Within an hour they had been hoisted aboard and now they were seated in the Captain's quarters. He was giving a heartfelt speech of apology, disbelief and hope. He admitted that he had no idea how it had happened and he seemed sincerely sorry. He promised to do his best with the shipping

So in a bizarre reversal of roles, the sailboat skipper felt obligated to cheer up the Captain of the ship that had just sunk his boat. He stood up — forgetting that he was still naked except for the foul weather jacket — and made a pronouncement:

"Thank you for your kind remarks and for the genuine remorse you feel about this tragic accident. My wife and I are probably somewhat in a state of shock right now but we do realize that the most important thing is that we are alive. And hopefully you will feel a little better when you learn that all was not lost. I was at least able to save this."

He reached into his pocket and with a grand flourish he triumphantly pulls out the Ziploc bag full of. . . frozen peas!

— ray jason

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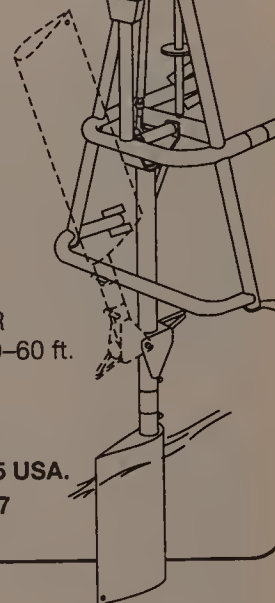
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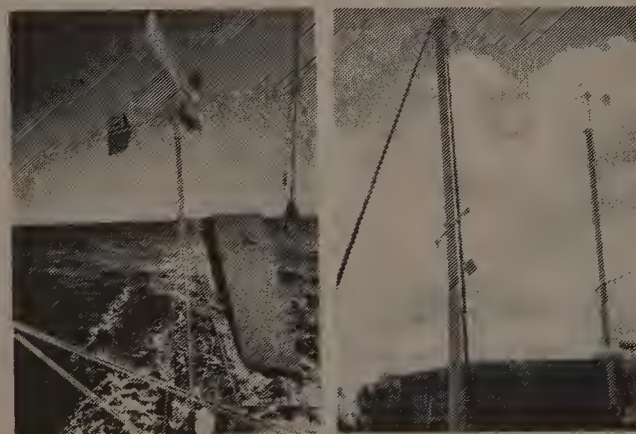
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With reports this month on charter options in **Alaska**, family chartering in **North Carolina**, bareboating through **Australia's Whitsunday Islands**, a yacht charter **treasure hunt**, complying with **charter laws**, and miscellaneous **charter notes**.

Have Heater, Will Charter: Answering the Call of the Wild

Most newcomers begin their explorations of Pacific Northwest waterways in the San Juan Islands — the closest to home — before venturing farther north to the Gulf Islands group, Desolation Sound or perhaps even to the Queen Charlottes. If you've had a taste of these (or other) northern cruising conditions and liked it, consider taking the next step — sailing in Alaska.

We were recently reminded that two small, family-run charter operations can be found within the southeast Alaska 'Panhandle', at Sitka and Juneau. Farther north near Valdez, boats are available for cruising majestic Prince William Sound.

If you equate sailing vacations with bringing home the ultimate tan, Alaska should not be high on your list. Clearly, these waters are not for everyone. But, if you have a truly adventurous spirit and relish nautical explorations of raw, unaltered nature, then consider the pluses.

Both Prince William Sound and the Panhandle cruising areas are within national forests where great tracks of lush green land are protected as wilderness areas. You won't find bumper-to-bumper flotillas of German

tourists or packs of like-minded yacht clubbers here, just a few local boats and, at most, a half-dozen charterers. Up here you are as likely to share your anchorage with a pod of humpback whales as with another boat.

Is it cold? By St. Thomas standards yes, but for a San Francisco Bay sailor — who wears more warm layers sailing than he does on the ski slopes — it's not really that bad. (Besides, boats come equipped with toasty heaters.) A great day is in the 70s, while an average day during the season will be in the mid-50s to 60s in the Panhandle and in the 40s within Prince William Sound. You should always come prepared for occasional rain, since conditions can change quickly. As they say in Sitka, "If you don't like the weather, wait five minutes — it'll change!"

Sailing conditions outside of the protected straits and channels can get rough and rowdy at times, but you could easily spend several weeks cruising within completely sheltered areas. You don't need to be a world-class sailor to enjoy these waters, but you do need basic navigation skills, anchoring prowess and the ability to plan an itinerary around the ebb and flow of substantial tides. The current in one strait is said to run nine knots at times — a cheap thrill if you want to go that way. And yes, you will do a fair bit of motoring here, especially in the morning hours.

One of the nicest things about cruising up here is that you have an amazing span of daylight to reach your target in — this month the sun comes up at 4:00 a.m. and doesn't set until 10:30 at night. With no real towns on the hundred-mile run between Sitka and Juneau, you'll spend your shore time beachcombing, hiking, soaking in natural hot springs and observing nature. Within a week's sail out of Juneau or Sitka, you might explore great forests of old growth timber, poke around an abandoned gold mine and swap tales with local fishermen. Salmon fishing, to state the obvious, is a major draw here, but you may get even more pleasure out of observing colonies of sea lions, nesting families of puffins or solitary bald eagles and brown bears. In the famous Glacier Bay Preserve, which can be included



in a 10 or 14-day itinerary, pods of killer whales (orcas) are common as well as humpbacks.

The natural beauty of Prince William Sound, with its 3,000 miles of coastline, is surely one of Mother Nature's finest works of sculpture — in spite of the substantial impact of the Exxon Valdez oil spill on some areas. You won't find writhing calypso bands here, but marine mammals abound in this frosty body of water and massive glaciers punctuate its banks. Reached via the port of Valdez, the harsh primordial beauty of the Sound makes it a nature-lover's paradise.

You won't find brand new Beneteaus or galleys equipped with 12-volt blenders in Alaskan latitudes. But it's a safe bet that your boat will be well maintained and you'll get highly personalized service from the Mom and Pop operations here. When things break on manager-owned boats they tend to get fixed promptly — especially since the sailing season, from late March to early September, is relatively short. At the quaint old Russian town of Sitka, Gene Buchholz's Dancing Bear Sail Charters has three boats up to 38 feet, while in Juneau, his friendly competitor, Del Carnes, of 58° 22" North Sailing



COURTESY PRINCE WILLIAM SOUND TOURISM

Mornings are often calm in the Alaskan Panhandle, but when the wind pipes up the sailing can be glorious.



ALASKA WILDERNESS SAILING SAFARIS

Massive chiseled peaks rise high above Prince William Sound, as the Nordic 40 'Arctic Tern' glides by on a gentle breeze.

Charters has three more boats of similar size. You can bareboat from either location or bring one of these amiable salts along as a captain/guide — the value of their local knowledge should not be underestimated! Both facilities also offer certified ASA instructional sailing courses.

In Prince William Sound, Drs. Jim and Nancy Lethcoe, owner/operators of Alaska Wilderness Sailing Safaris, specialize in natural history expeditions of the area. You can book by the berth or arrange an exclusive custom charter, complete with a knowledgeable naturalist guide. Scheduled trips include ocean kayaking, nature walks, glacier exploring and sailing instruction. After 24 years here, they are the consummate authorities on the Sound, having published seven books on the area including a comprehensive cruising guide.

AWSS's small fleet of 30 to 40-footers can be bareboat chartered, but only on a flotilla basis. In this area, though, having a guide to point out the highlights — such as Eskimo archeological sites and sea mammal breed-

ing grounds — has definite advantages. True 'eco tours', these trips are not recommended for lounge lizards or resort hoppers. All trips begin at remote Growler Island Wilderness Camp, far from the bustling port of Valdez — and all other reminders of modern civilization! For more info call the Lethcoes at (907) 835-5175 or fax (907) 835-4836.

For chartering in southeast Alaska, call Gene Buchholz in Sitka at (907) 747-3608 or Del Carnes in Juneau at (907) 789-7301.

— *latitude/aet*

Learning to Live the Life of Riley

We spent the third week of April chartering along the coast of North Carolina aboard the 47-foot Dickerson *Beau Soleil*. Although friends thought we were taking a big risk by flying all the way across the country to sail with a family we didn't know, our charter voyage turned out fine. We've been following the exploits of folks like these in *Latitude 38* for years, and besides, we have rarely found a sailor we couldn't get along with.

Karen and Mike Riley and their five-and-a-half-year-old son Falson were a delight,

always going out of their way to make sure we were comfortable and welcome.

Like many of the recent letters in *Latitude* concerning spouses with different propensities to sell it all and go cruising, this was an opportunity for my wife Marilyn and I (46 and 52 years old, respectively) to share a sailing adventure with greatly experienced cruisers, with the hope of coming to a compromise about our own future. We're not ready to pull up our tent stakes yet, but after eight trailerable sailboats, we have decided to move up to a bigger boat for Columbia River cruising.

Our charter started at Beaufort, North Carolina, and took us off the coast to the outer banks (Cape Lookout), then back through the inter-coastal waterway (ICW) and up the Neuse River to New Bern. In addition to giving Marilyn an opportunity to sail on a big (for us) boat under a number of different conditions, we also experienced many of the delights of cruising this area of the country — natural scenery, dolphins, as well as history and period architecture.

We learned practical seamanship, discussed the pros and cons of how to rig a cruising sailboat, learned how to keep a marine head happy and how to cruise on a reasonable budget.

The bottom line is, if a couple would like to gain insight into the attractive tradeoffs of cruising, then it makes sense to spend time with folks like the Rileys — who do it successfully as a way of life.

— *dennis and marilyn scheuermann
portland, oregon*



DENNIS SCHEUERMANN

As Marilyn Scheuermann (left) found out, chartering with a liveaboard sailing family gives valuable insights into the cruising lifestyle.

Combining Romance and Relaxation in the Land Down Under

Smoke from the evening cane fires on the mainland created a spectacular sunset. The anchorage was calm and deserted, the air was warm, the sea just the right temperature, as was the good Australian wine. So it seemed natural that our son was conceived in this perfect setting, while on a recent charter.

Arguably one of the best sailing areas in the world, the Whitsunday Islands lie off Australia's Queensland coast, just inside the Great Barrier Reef. Green tree-covered hills dotted with white cockatoos rise out of clear waters that are home to fish, manta rays, dolphins and whales. Rocky shores, indented with sheltered bays and patches of brilliant white sand, merge with fringing coral reefs and the aquamarine and emerald sea.

This cluster of 75 islands offers a superb combination of steady trade winds, protected passages, numerous anchorages, warm water, equitable climate and close proximity to mainland resources.

Bill and Jacinta Lipson run Sail Whitsunday yacht charters out of Airlie Beach, a small coastal resort just opposite the islands. Their office floats in the marina so charterers get their sea legs while receiving a casual but thorough briefing.

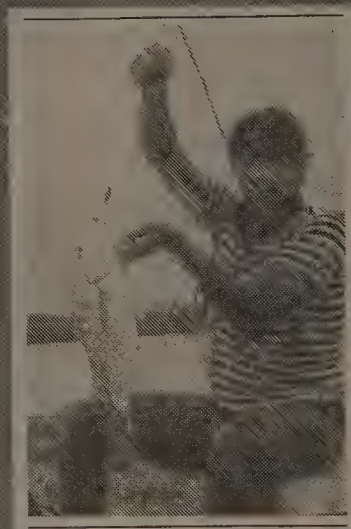
The largest fleets of charter yachts in the South Pacific operate out of Airlie Beach and nearby Shute Harbour (a two hour flight north of Brisbane). Over 120 modern bareboats are offered by such companies as Sail Whitsunday, Whitsunday Rent-A-Yacht, Queensland Yacht Charters and Cumberland Yacht Charters. Despite the casual Queensland attitude, yachts and facilities are generally in very good shape. Although the islands are remote, help is always nearby via speedboat or seaplane.

You can also fly directly to Hamilton Island to begin a charter. This multi-million-dollar development has a terrific marina, stores of all kinds, nightlife, and a world class resort hotel. Hamilton is the finish line of the Whitsunday Fun Race where the only criteria for entry is that every yacht must sport at least one live, topless, female figurehead throughout the race. (Queensland is behind the times on sexism, but the event is hugely popular with both sexes nevertheless.) For more serious sailors, there's Hamilton Island Race Week, an IOR series which draws yachts from all over Australia and abroad.

WHITSUNDAY RENT-A-YACHT



LAURIE PANE



The best time to sail in the Whitsundays is April through September, when winds are generally moderate and daily temperatures vary from 73 - 82°. January to March is the hot, rainy cyclone season. All sailing in the Whitsundays is by line of sight. Fog is extremely rare and even in heavy rain visibility is usually sufficient to keep you out of trouble. All the islands have surrounding reefs of various sizes and in certain areas there are extensive offshore reefs which can be great for diving. It's wise to keep a close lookout and keep the excellent cruising guide *100 Magic Miles* close at hand.

Fresh fish for dinner every night is easily achieved with a simple hand line and some basic tips from locals. In many anchorages a line over the side will produce quick results, with catches generally in the one to five pound range.

Most of the area is a protected marine park, which preserves the underwater world for continued enjoyment. Naturally, scuba diving is a big attraction. The northeast corner of Hook Island is a personal favorite. Close by is the Hook Island Underwater

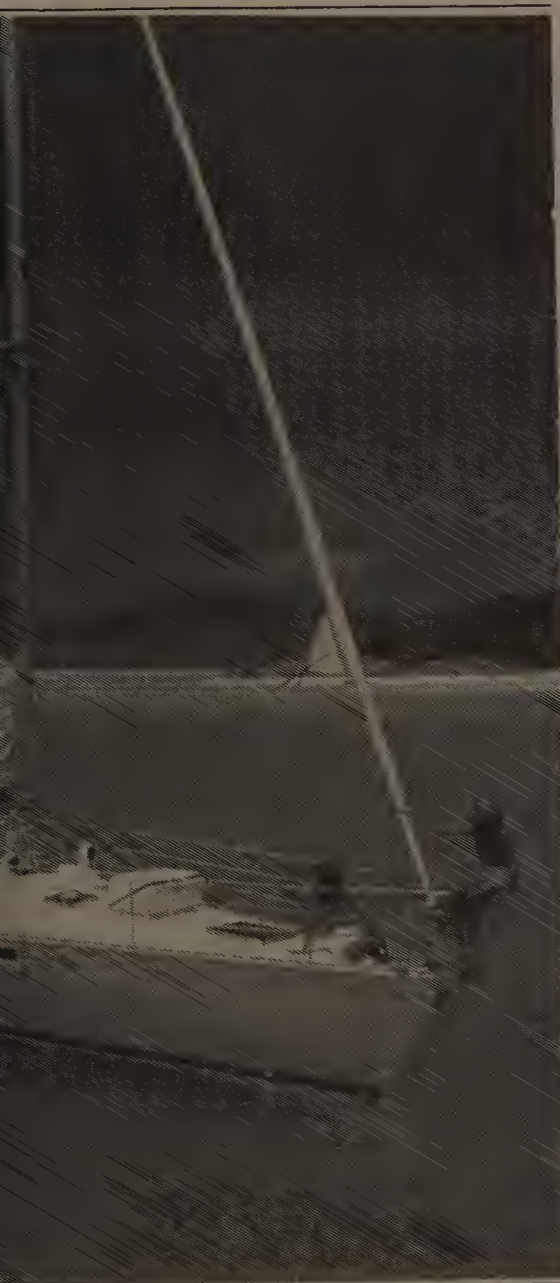
In Australia's idyllic Whitsunday islands seaplanes serve as taxis, sealife is abundant and sailing conditions are superb.

Observatory. Lying in the pass between Hook and Whitsunday Island, it is made from a large diameter steel pipe sunk into the reef with an internal spiral staircase and strategically cut windows. The tower provides perfect cameos of reef life and is surrounded by huge schools of colorful fish.

Another favorite spot is Whitehaven Beach, a three-mile-long expanse of brilliant white sand, curving in a gentle arc and backed by forest-covered hills. Whitehaven is one of those near-perfect places which generates a wonderful inner contentment.

Haslewood is a massive reef that becomes almost completely exposed at low tide revealing giant clams, crabs, anemones and all types of coral.

I think the Whitsundays have something for everyone. Cautious sailors are never more than a quick motor from a completely sheltered anchorage and the more adven-



COURTESY WHITSUNDAY RENT-A-YACHT

turous have plenty of challenging sailing options. You can find complete privacy or the company of others; a quiet night aboard or the high life of a fine resort. Deciding whether to snorkel, scuba, swim, fish or just lie on the beach is the most complex decision to be made!

— *laurie pane
pacific palisades*

Laurie — We've heard of charter souvenirs, but bringing home a son is a first. Congratulations! Readers can contact the Queensland Tourism Development Company for great materials on the Whitsundays. Call (800) 333-6463.

Yacht Charter Marketing '90s Style: The Allure of South Pacific Booty

In an age when Madison Avenue marketing gurus conspire to sell us everything from automobiles to toiletries using the most elaborate gimmickry imaginable, the promotion of yacht charters remains remarkably

straightforward and traditional. You never see superstars endorsing megayachts or slick animation promoting family bareboating. You rarely get dinnertime phone calls from charter telemarketers, and not many of us have ever received chartering junk mail with full-color posters, peel-off stickers and a scratch-and-sniff reminder of the tropics.

By '90s standards, the approach most charter outfits take is pretty ho-hum, although it seems to work: run a few slick ads, mail out brochures and the clients will come. After all, sailors usually have a pretty good idea of what they're looking for, and what they're willing to spend.

Well hold on to your sou'wester, because the new wave in charter marketing may have just crested over the horizon. South Pacific Sailing Adventures Ltd. (an affiliate of Moorings Rainbow) and Air New Zealand have teamed up to promote South Pacific chartering with a truly unique twist, through a nautical treasure hunt with a brand new Beneteau 405 as the top prize — and you don't have to buy any magazines!

The idea is this: you sign up for an 11-day bareboat charter package in Tonga, Fiji, Vanuatu or New Zealand and you'll have a chance to track the clues and vie for the grand prize. Complete package pricing (starting at \$2,195 per person) includes flights on Air New Zealand from LA, two hotel nights, all transfers, insurance and taxes.

The contest begins this month and runs through December, 1995. (The Moorings'

base in Vanuatu is slated to open in April of 1995.) To win, enter two photographs of yourself and/or your crew solving any of the clues you'll be given which relate to the cultural, geographical and historic significance of the islands and their people.

The lucky winner of this \$205,000 sloop, aptly named *Bounty II*, will be announced at Sail Expo in February, 1996. An attractive management program in Tonga is part of the deal. Three runners-up will each win a seven-day 'South Pacific cruising adventure'. So dust off your camera, grab a bucket and shovel, and call marketing director Mark Wilson for details and reservations at (800) 815-9499 or (805) 985-6744.

— *latitude/aet*

Bareboating on the Bay: The Buck Stops Where?

Ben Yokel is a Bay sailor from Sunnyvale who charters frequently from different organizations around the Bay. Usually, says Ben, the bareboats he rents are in good condition and well equipped. But on a recent charter when he realized his bareboat's flares were five years out of date and a fire extinguisher was missing, he became concerned.

"Don't worry about it," said a charter employee. "If you are cited by the Coast Guard, it will be the owner's responsibility." In other words, don't sweat the small stuff, just get out there and sail.

But Ben does worry about having proper safety gear, and why shouldn't he? Respon-

And behind door #1... The grand prize in an innovative South Pacific treasure hunt is a brand new Mooring 405. Interested?



COURTESY THE MOORINGS

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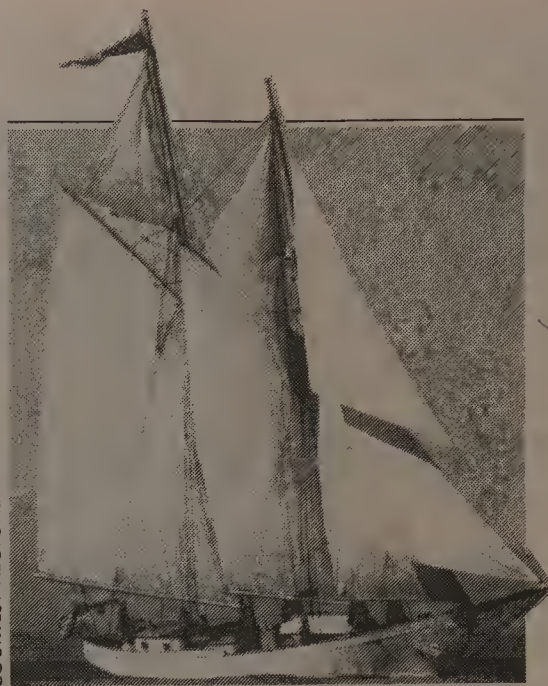
sibility aside, specific gear is required for valid reasons which should be obvious to management companies. But if that is not reason enough to comply, let's be clear that the Coast Guard would cite the bareboat charterer, no one else. Anyone who rents a boat under a bareboat charter ('demise') contract, should be crystal clear that they have, in essence, taken over temporary ownership and are completely responsible for the vessel while it is under contract (just as though it was a leased oil tanker).

Charter operators should make this fact abundantly clear when you sign for the boat. If a company doesn't ask you to sign an inventory of ship's gear prior to a charter, you should check for the essentials yourself — besides, if something is missing at the end, you can be charged for it.

If, on the other hand, you charter a vessel with a licensed captain at the helm, it's his tail that's on the line!

Charter Notes

If you're ready to take your job and shove it, pack your seabag and set off across the horizon, consider shipping out aboard the 65-foot traditional gaff-rigged schooner



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Rica before heading west to the Galapagos, Easter Island, Pitcairn, Tahiti, on onward. This is no luxury charter; you'll have to pull your own weight. But compared to buying and preparing your own boat for such a cruise, the \$75 per day charge seems like a bargain. Call Captain Sugar Flanagan and First Mate Leslie McNish for more details at (805) 985-1771.

Bareboat charter operators in the **Pacific Northwest** remind us that late summer last year was the sunniest part of the season. Plenty of late-model boats are still available and frequent air fare wars often make flights a bargain.

Across the continent, **New England** is also at the peak of charter activity. Charter operators in Maine invite the uninitiated to sail their protected waters and explore the 2,000 offshore islands that speckle their coastline.

If you were impressed by our recent article about adventurer **Alan Olson's** 15,000 mile Pacific Rim Expedition to China and back, consider joining him for a day or evening of sailing on the Bay. It's worth the price of a charter just to hear the tall tales. Reach Alan at (415) 331-1282.

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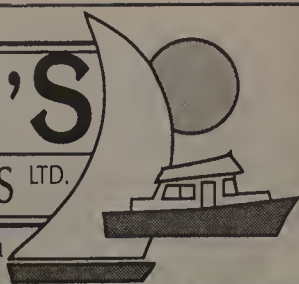
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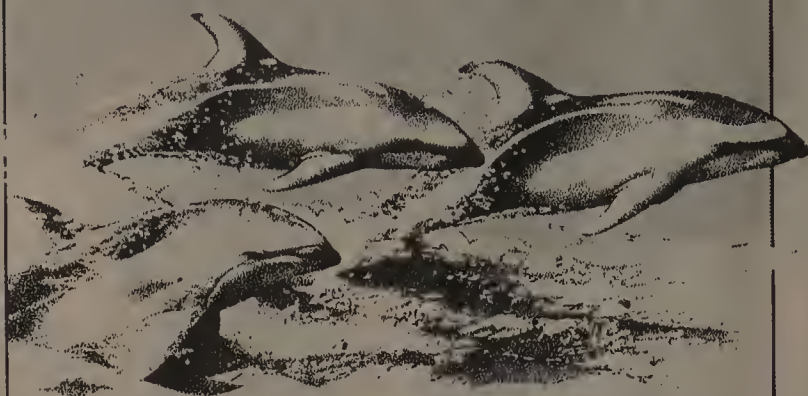
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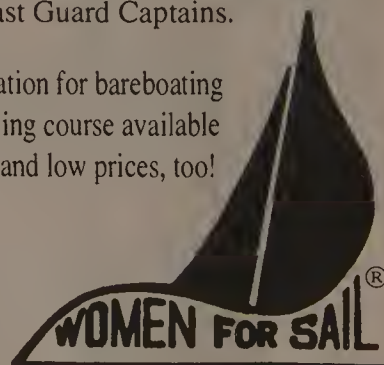


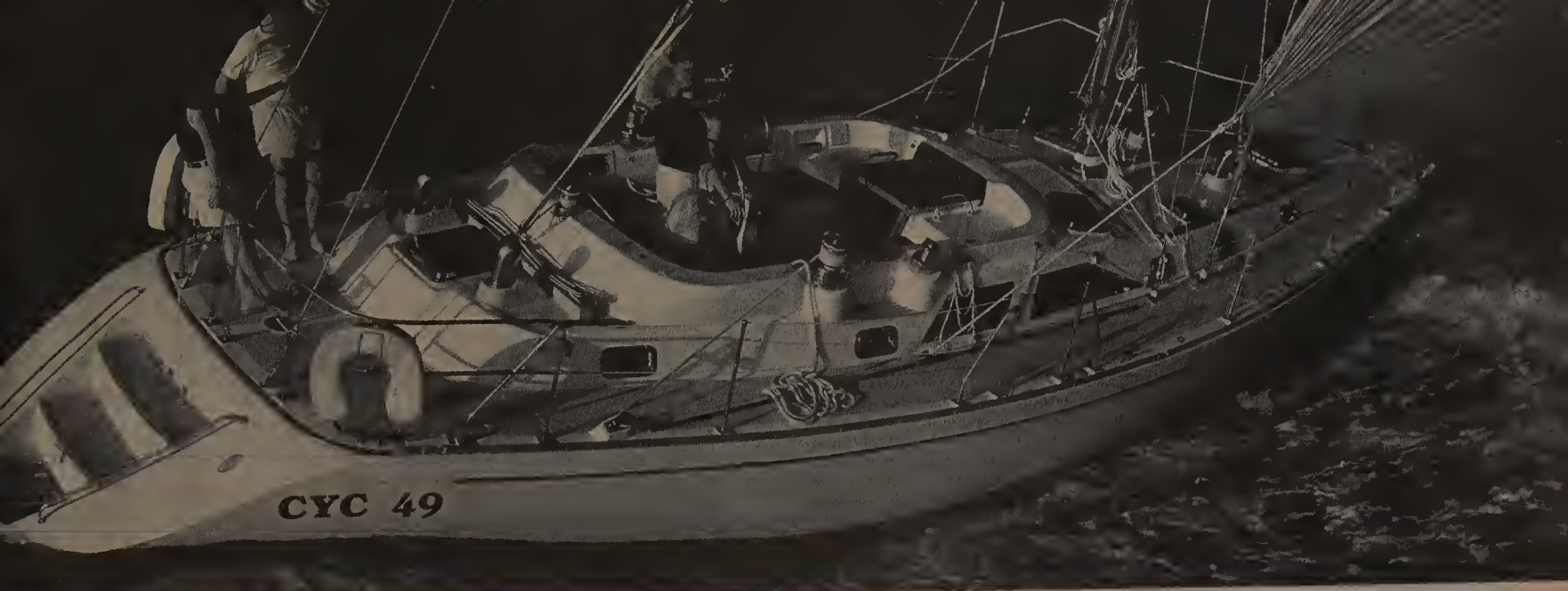
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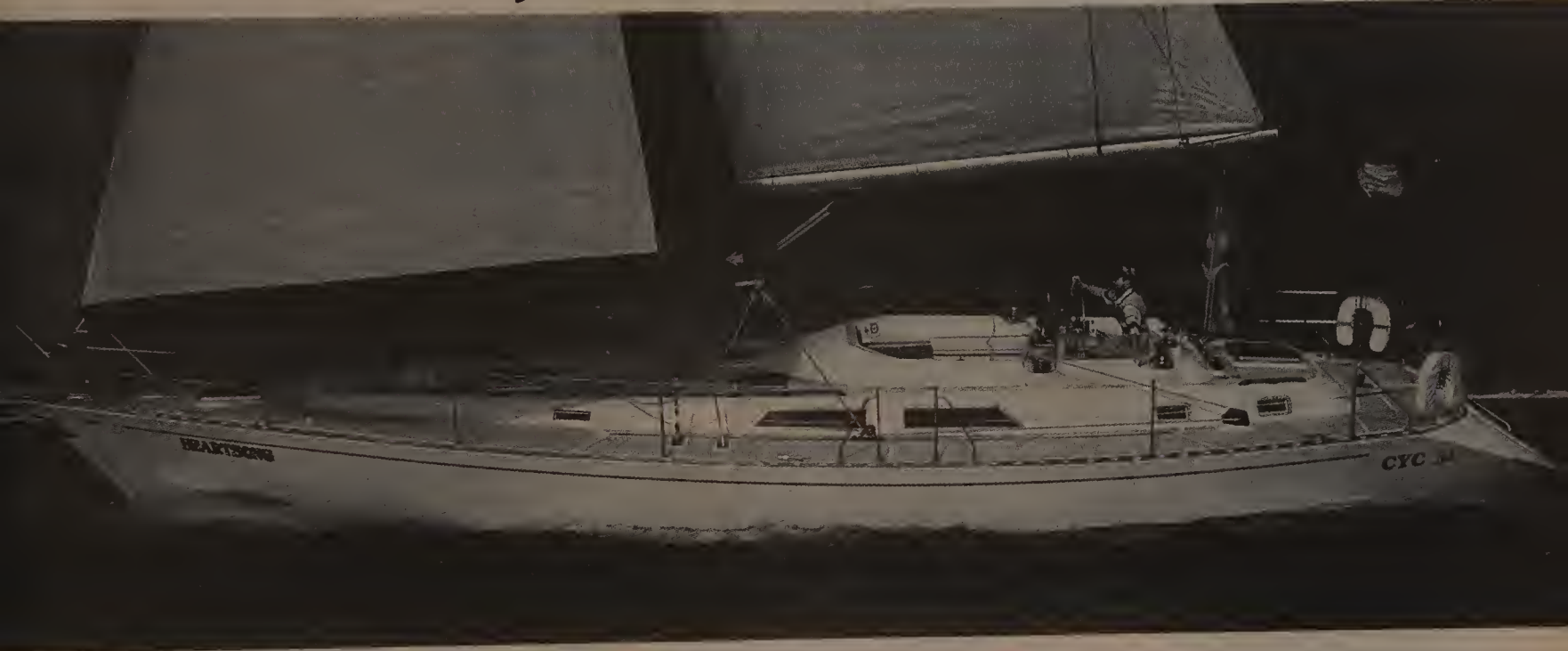
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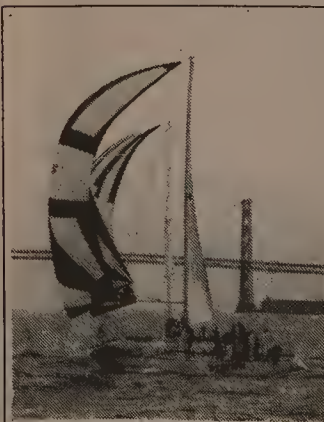
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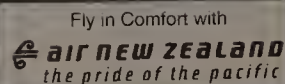
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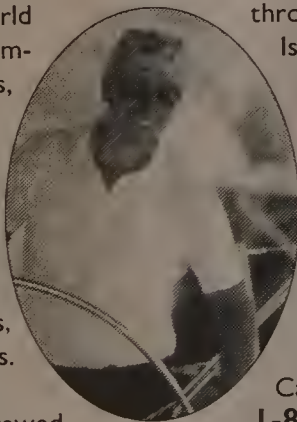
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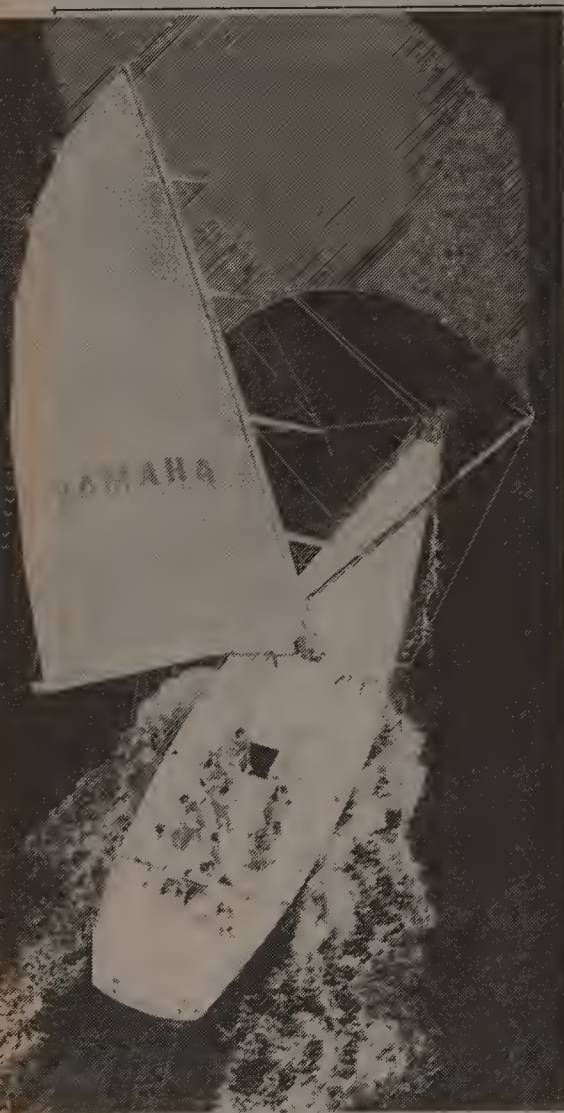
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THE RACING

With reports this month on the recently concluded **Whitbread Race**, the **International 14 West Coast Championship**, the small **BMW Regatta**, the slow **Farallones Race**, the **Paradise Regatta** for Moore 24s, SBRA's **Clear Lake Regatta**, the **South Tower Marathon**, the **Moonlight Race**, lots of **box scores**, the entry list for the upcoming **Encinal/Santa Barbara Race**, and the usual potpourri of **race notes** at the end.

Whitbread Leg Six

Chris Dickson's W-60 *Tokio* won the sixth and final leg of the '93-'94 Whitbread Race, a bittersweet victory in light of their dismasting in Leg Five. *Tokio* broke Stein-



'Yamaha', the winning Whitbread 60, has just been purchased by Newport Beach's Neil Barth.

Yamaha. Grant Dalton's Farr 84 *New Zealand Endeavour* pulled in fourth to claim maxi leg honors. It was a great day for New Zealand — all four boats were predominantly Kiwi efforts.

NZ *Endeavour* set a new maxi and overall race record of 120 days, 5 hours for the 32,000-mile course, knocking 8 days and 4 hours off *Steinlager*'s previous time (the next six boats in the fleet also broke Peter Blake's benchmark). But, perhaps more significantly, Ross Field's *Yamaha* completed the same course in just 120 days and 15 hours, claiming honors in the much more competitive W-60 class over *Intrum Justitia* by some 15 hours.

The last two days of the race were nerve-racking, as 50-knot winds and 30-foot seas propelled the fleet to some of their highest speeds of the nine-month race. "I was terrified all the way up the Solent that something would break — that the rig would fall down and that we wouldn't win," admitted Field. "Tomorrow this will all sink in."

Four days later, Dawn Riley's W-60 *Heineken*, limped home last, only to be penalized 42 hours for accepting outside assistance and motoring. The women's

we're pretty 'Whitbreaded-out' and suspect that our readers might be, too. If you want to learn more, look for the wrap-up in a pair of excellent English magazines, *Seahorse* and

WHITBREAD RACE FINAL RESULTS

| <u>Boat</u> | <u>Type</u> | <u>Skipper/Country</u> | <u>Leg 6</u> | <u>Cumulative</u> |
|------------------------------|-------------|-----------------------------|--------------|-------------------|
| N.Z. <i>Endeavour</i> | Farr 84 | Grant Dalton, NZ | 12:22:55:07 | 120:05:09:23 (1) |
| <i>Yamaha</i> | Farr 60 | Ross Field, NZ | 12:20:57:25 | 120:14:55:00 (2) |
| <i>Merit Cup</i> | Farr 84 | Pierre Fehlman, Switzerland | 13:02:15:35 | 121:02:50:47 (3) |
| <i>Intrum Justitia</i> | Farr 60 | Lawrie Smith, Europe | 13:01:02:49 | 121:05:26:26 (4) |
| <i>Galicla '93 Pescanova</i> | Farr 60 | Javier de la Gandara, Spain | 13:09:28:18 | 122:06:12:23 (5) |
| <i>Winston</i> | Farr 60 | Brad Butterworth, USA | 12:20:27:00 | 122:09:32:09 (6) |
| <i>La Poste</i> | Farr 84 | Malle/Tabarly, France | 13:06:35:59 | 123:22:54:58 (7) |
| <i>Tokio</i> | Farr 60 | Chris Dickson, NZ | 12:19:36:27 | 128:16:19:48 (8) |
| <i>Brooksfeld</i> | B/P 60 | Guido Maisto, Italy | 14:01:00:36 | 130:04:29:27 (9) |
| <i>Hetman Sahaidachny</i> | Farr 60 | Eugene Platon, Ukraine | 14:16:49:47 | 135:23:17:52 (10) |
| <i>Heineken</i> | Farr 60 | Dawn Riley, USA | 18:06:14:07 | 136:22:30:51 (11) |
| <i>Reebok</i> | Humph. 60 | Matthew Humphries, England | 13:07:34:21 | 137:21:03:17 (12) |
| <i>Uruguay Natural</i> | Frers 80 | Gustavo Vanzini, Uruguay | 16:13:27:41 | 145:00:17:44 (13) |
| <i>Odessa</i> | Sidenko 60 | Anatoly Verba, Ukraine | 15:17:40:11 | 158:04:34:40 (14) |

lager 2's 1990 record for the 3,818-mile dash from Fort Lauderdale to England by a staggering 4 days, 4 hours, finishing in just 12 days, 19 hours and 36 minutes. Dickson was joined in Southampton an hour later by *Winston*, followed 30 minutes later by

rudder broke for the third straight leg, and they first borrowed *Uruguay Natural*'s spare rudder. When that broke, they motored into Falmouth to borrow *Brooksfeld*'s spare.

We could write a lot more about the conclusion of this race, but, to be honest,

Yachting World.

Whew! Now that the Whitbread is finally over, we'll be turning our attention to the BOC Challenge, the four-stop solo around-the-world race which starts on Sept. 17 from Charleston, SC. Look for a preview soon.



LATITUDE/ROB

Pure 'Passion' — Zach Berkowitz and Karl Baldauf pulled out all the stops in the I-14 West Coast Championship.

I-14 West Coast Champs

The 1994 International 14 West Coast Championships, hosted by Richmond Yacht Club on May 28-29, was supposed to be a 30-boat regatta. We didn't quite make it, but if you count the three International Canoes that came out to play, we did have 25 boats! Rob Burton drove down from Vancouver, making this the first international regatta for I-14s on San Francisco Bay since the Worlds back in 1989. We also had three boats from Seattle and three from Santa Barbara joining the 15 local boats.

The race format was simple — four races on Saturday, then one short one Sunday morning, followed by the long distance race. Local weatherman Zach Berkowitz and crew Karl Baldauf put their Jon Turner-built *Passion* through its paces over the weekend with truly awesome results. If it hadn't been for a bad takedown in one race and misjudging the wind and current in the long one, they might have won all of the races instead of just four. Saturday saw some

pretty nice sailing, with windspeeds in the morning from 16 to 18 knots and dropping during that day's final race to about 12 knots. Once again, our out-of-town friends learned how shallow our racing area is, as many boats came back to the dock sporting 'mudheads'.

Sunday arrived with seemingly light winds. Some people wondered if maybe we should just sail the long distance race, so that we would have enough time to complete it. By the time we arrived at the starting line, the wind had picked up to a pleasant 16 knots and we ran a quick triangle race. Then the fun began! As the wind increased to 20 knots, 18 boats started on a 15-mile Bay tour. The course was Alcatraz to starboard, Presidio Shoals buoy to starboard, Angel Island to starboard, Richmond shipping channel buoy #4 to starboard and then to the finish in front of the Richmond YC. Start time was approximately 1300 hours, with a time limit of 1800 hours. A max flood of 3.5 knots at the Golden Gate at 1400 hours effectively lengthened the course to at least 20 miles.

As the fleet headed across the Bay towards Treasure Island, the wind built

steadily. By the time the fleet sailed across to the Cityfront, the windspeed was in excess of 30 knots. Capsizing was no longer a mere annoyance — it could take you out of the race. Several boats fell down and either couldn't get up, or when they finally did, they found themselves too exhausted to continue. Short-tacking up the Cityfront to avoid the flood current had the fleet sailing 'out of the wind' in windspeeds still in the 12 to 18 knot range.

At the weather mark, the windspeed was close to 30 again, and as the 14s rounded and scooted across the Bay towards Angel Island, they had to avoid the keelboats in the BMW Regatta, many of which seemed to be having a tough time keeping things under control. After the almost two-hour beat, only 11 boats managed to turn the weather mark.

At that point not too many boats were up to hoisting chutes for the extremely tight reach towards Angel Island. About halfway across, the wind lifted and lightened up, and the kites were hoisted. Not for long, though, as the wind soon died completely. The only breeze many boats had as they drifted through Raccoon Strait was apparent wind from the current pushing them home. *Doris the Bumblebee from Hell* was seen performing two complete circles as whirlpools caught her and spun her about.

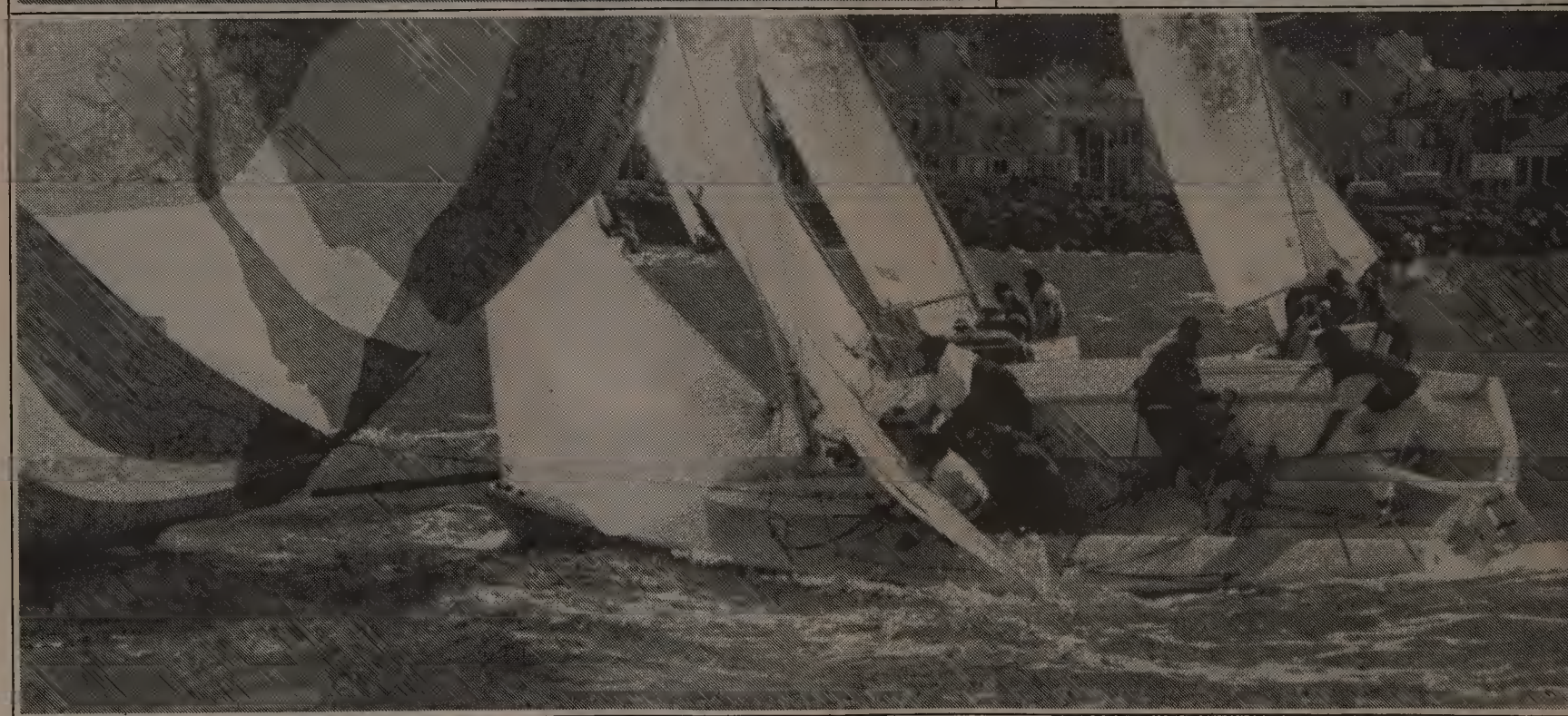
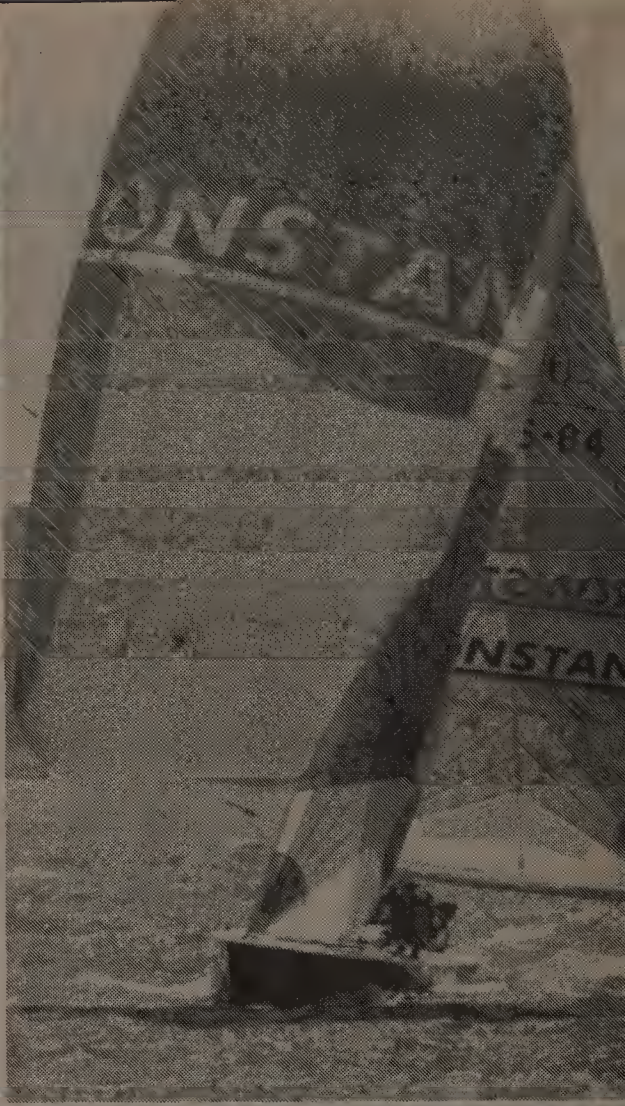
After leaving the Strait and re-entering the Bay, the 14s had another short spinnaker run before the wind shifted and died again. Many boats misjudged the effect of the current and were taken past the leeward mark. Keith Stahnke (who makes a living driving ferry boats on the Bay and probably knows the currents better than anybody else in the fleet) and crew Simon Garland took the lead and won the race. The race was by no means over as the last five boats just barely managed to finish within the five-hour time limit. The last boat finished literally within seconds of the cut-off — quite a race! This will definitely be one to tell the grandchildren about!

— rand arnold

1) Zach Berkowitz/Karl Baldauf, 11 points; 2) Paul Bieker/Ken Monaghan, 16; 3) Keith Stahnke/Simon Garland, 32.75; 4) David Klipfel/Tony Basso, 33; 5) Jamie Hanseler/Kris Bundy, 38.75; 6) Ron Boehm/Pete Mohler, 43; 7) Andy Bates/Kurt Schmidt, 50; 8) Jim Wondolleck/Tom Wondolleck, 52; 9) Gary Gremaux/Able Morales, 52; 10) Alan Laflin/Bryan Ebert, 56. (22 boats)

BMW Bay Racing 1994

BMW, the "ultimate driving machine", came to the rescue of the ailing San Francisco Bay Memorial Day Weekend Regatta (formerly the Volvo Regatta), but for reasons that escape us — and host St. Francis YC —



the regatta attendance was less than ultimate. The weather was perfect, the race management on the two venues (Cityfront and Berkeley Circle) was spot-on, the parties were just fine. . . but, relatively speaking, hardly anyone showed up.

Surprisingly, only 70 boats spread thinly over 10 classes were there to enjoy the BMW Regatta, held on May 28-29. Most of these classes routinely field more boats for their

ODCA races — and some, like the woodies, put more boats on the line for their Wednesday Night beer can series. Other than an obvious conflict with the J/24 North Americans the same weekend in Seattle, organizers were perplexed by the low turnout.

"Maybe it was because the regatta wasn't a counter for most classes, or maybe we started to promote it too late," said one race official. "However, the new two-day format

Scenes from the lightly attended BMW Regatta. All photos 'Latitude'/rob.

seemed popular with the racers. This was a 'transitional' year, and we expect a big turnaround next year!"

Three boats deserve mention for dominating their peers with perfect scores in the four-boat series: Chris Perkins' J/35 *Major*



Damage, Art Mowry's Santana35 *Wild Flower* and Jon Perkins' J/24 *Trooper*. Despite the fact that the regatta has slimmed down to less than half its all-time high of 180 boats in 1990, the San Francisco Sailing Foundation was still able to raise almost \$6,000 through its annual raffle.

EXPRESS 37 — 1) **Re-Quest**, Glenn Isaacson, 8.5 points; 2) **Bliss**, Mike Grisham, 11; 3) **Team Ring-**

master, Leigh Brite, 11.75. (7 boats)

J/35 — 1) **Major Damage**, Chris Perkins/The Wilsons, 3; 2) **Slithergadee**, John Niesley, 10. (4 boats)

SANTANA 35 — 1) **Wild Flower**, Art Mowry, 3 points; 2) **Flexible Flyer**, Mike Creazzi, 11; 3) **Dance Away**, Slabeck/Storkovitch, 15. (8 boats)

J/105 — 1) **Invictus**, Walt Marti, 9.25 points; 2) **Bella Rosa**, Dave Tambelini, 9.75; 3) **Jose Cuervo**, Sam Hock, 13. (6 boats)

11:METRE — 1) **#91**, Sweeney/Watson, 4.25 points; 2) **Ronstan**, Mike Ratiani, 6.75; 3) **#89**, Mik Beatie, 14. (6 boats)

KNARR — 1) **Benino**, Terry Anderlini, 9.5 points; 2) **Huldra**, Jim Skaar, 9.5; 3) **Peerless**, Mike Guzzardo, 13. (8 boats)

EXPRESS 27 — 1) **Guneukitschek**, John Collins/Scott Easom, 4.25 points; 2) **Bessie Jay**, Brad Whitaker, 9.75; 3) **Curses!**, Larry Blanchette/Tim Descamps, 12; 4) **Moonlight**, John Franklin/Carl

THE RACING

Schumacher, 15; 5) **Elan**, Steve Lake, 21. (13 boats)

MELGES 24 — 1) #77, Jesberg/Janpolsky, 5.5 points; 2) **Griffin**, Brian Hutchinson, 11.75; 3) **Majesty**, Tom Pollack, 12. (7 boats)

J/24 — 1) **Trooper**, Jon Perkins, 3; 2) **Wonder Woman**, Dines/Kennelly/Pugh, 8; 3) **Dawn Treader**, Bob Bailey, 15. (6 boats)

FOLKBOAT — 1) **Windy**, Bill DuMoulin, 6.5 points; 2) **Sinaia**, Paul Mueller, 8.75. (5 boats)

Farallones Race

The first half of the OYRA season staggered to a conclusion with San Francisco YC's classic Farallones Race on June 11. As predicted by Carl Schumacher in these pages last month, the 56-mile Race to the Rockpile was an ugly one — though not due to varsity conditions. In fact, there was hardly any wind at all, resulting in 35 DNFs out of 61 starters.

Not unexpectedly, Dave Sallows' Pacific Cup-bound SC 50 *Dolphin Dance* was the first boat home, finishing at 7:03 p.m. after nine hours on the placid playing field. "We stayed left going out, and caught the end of a dying breeze," recounted crewmember Leanne Burr. "We spent most of the day lying on the low side, but things could have been worse — as we passed the Lightship on the way in, we saw lots of boats still heading out!"

The rest of the fleet trickled in beginning with the Ross 35 *Revs* at 9:30 p.m., with the stubborn Cal 20 *Culo Bagnato* taking tail-end honors at 2:26 a.m. The second half of OYRA — which is more destination-oriented and usually even mellower than the first half — will commence with the Junior Waterhouse Race on August 6. Other races in the second half are the Ocean Vallejo Race (August 27), Drake's Bay (September 17-18) and Half Moon Bay (October 1-2).

IMS 'A' — 1) **Leading Lady**, Peterson 40, Bob Klein; 2) **Revs**, Ross 35, Jeff Gething. (3 boats)

IMS 'B' — 1) **Petard**, Farr 36, Keith Buck. (2 boats)

PHRO I — 1) **Dolphin Dance**, SC 50, Dave Sallows; 2) **Spindrift V**, Express 37, Larry & Lynn Wright; 3) **Spellbound**, Olson 40, Lou Fox; 4) **Defiance**, SC 40, Steve Pringle; 5) **Gandy Dancer**, SC 40, Gary Hausler. (13 boats; all others DNF)

PHRO II — 1) **Razzmatazz**, Swan 46, Dennis Robbins; 2) **Confetti**, Farr 44, Peter Wolcott; 3) **Meltemi Too**, Cal 35, Bill Jonas; 4) **Gusto**, Swan 44, Peter Noonan. (16 boats; all others DNF)

J/35 — 5 boats; all DNF.

MORA I — 1) **Think Fast**, Olson 30, Al Holt; 2) **Friday**, Express 27, John Liebenberg; 3) **WYSIWYG**, Olson 30, Don Martin. (8 boats)

MORA II — 1) **Viking**, Santana 525, Matt Soderer; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen; 3) **Culo Bagnato**, Mike Warren; 4) **Mega**, Mega 30, Robert Hickey. (11 boats; all others DNF)



SSS — 1) **Tiger Beetle**, Newport 33, Rob Macfarlane. (2 boats)

CRUZ — 1) **Miss Conduct**, Columbia 36, George Clark. (1 boat)

Paradise found: the Moore 24 PCC's.

Paradise Regatta

Aaaah, paradise at last — sunshine, plenty of wind, flat water and a cool yacht club. Permission to party plus 21 of Ron Moore's 24-foot classic speedsters was all that was needed to make the 1994 Moore 24 Pacific Coast Championship on June 4-5 a smashing success. Reminiscent of past Moore regattas, host Tiburon YC was overrun with sailors camping in tents, cars, boats and the occasional suburban assault vehicle. A rock n' blues band played on Saturday night, featuring Moore owner Eric Malmberg on the groove bludgeon.

The folks at Tiburon YC did a terrific job both on and off the water — we knew we were in good hands when we found out the races would be run by a guy named 'Bubba'. The locals even introduced us to the new sport of tent flying: A psycho puff grabbed an

unoccupied tent, inverted it, spun it around and launched it some 50 feet in the air before depositing it in a neighbor's yard!

The four-race series featured three buoy races on Saturday, followed by a 16-mile quasi-distance race on Sunday. As usual, the racing was tight, with everyone finding their own personal battles for the weekend. A trio of Santa Cruzans fought it out at the front, with Dave Hodges' still unnamed hull #48 topping the fleet with good speed and good tactics. Dave's winning crew consisted of Benji 'Tony' Canepa, Doug Hodges, Bill Keller and Doug Kirk.

Second place was nailed down by Jim Maloney and his 'punkinhead' pals on *Great Pumpkin*, with third going to Hank Niles (owner) and Chris Watts (driver) on *Moorgasm*. The latter boat suffered a PMS in the second buoy race, but still managed to grind back to a fifth. "The racing was closer than the final scores indicate," claimed



TYC/NANCY & WALT BILOFESKY

Hodges, who put together a stellar 1,1,2,1 record. "There were lots of near misses and minor contact."

There was no snivelling or protests, but the regatta did end on a strange note, when two tugboats with barges showed up near the end of Sunday's race and told the race committee to either move or die. Almost everyone finished before the race committee fled, and no one was killed.

Aside from the usual awards, best crash honors went to *Seldom Seen* — mainly because it was captured on video and replayed many times. Altogether, everyone had a great time and hopes that Tiburon YC will turn this into an annual event. Next up on the fun-loving Moore 24 circuit are the Nationals at Santa Cruz YC on August 12-14, with over 30 boats expected.

— biff jonz

1) #48, Dave Hodges, 4.25 points; 2) *Great Pumpkin*, Jim Maloney, 7.75; 3) *Moorgasm*, Hank Niles/Chris Watts, 13; 4) *Keester Grabber*, Forrest Fennell, 23; 5) *Solstice*, Drew Doll, 25; 6) *Mercedes*, Joel Verutti, 28; 7) *Kamikaze*, George

Wheeler, 31; 8) *Hot Rod Lincoln*, Charles Witcher, 35; 9) *Sassy Mama*, John Selbach, 42; 10) *Snafu-U*, Mark Berryman, 42. (21 boats)

Clear Lake Regatta

Konocti Bay Sailing Club, Richmond YC and Diablo Sailing Club joined forces to host the popular SBRA Clear Lake Regatta on June 18-19.

For the first time, Konocti Bay SC — located a few miles south of the regatta headquarters at Konocti Harbor Inn — hosted Division A. Their launching facilities and tree-shaded lawn for post/pre-race socializing proved a winning combination for the El Toro and Byte skippers, and also reduced the dockside chaos at the main site.

Also new this year was the addition of a handicap fleet using the Portsmouth System, a 'time on time' rule which attempts to rate small boats. In Portsmouth races, a competitor's time allowance is based on a percentage of the winner's elapsed time, not distance sailed as in PHRF. This year, six boats ranging from a 470 to the all new Johnson 18 sailed in the Portsmouth division, with all participants giving the 'new' concept high marks.

Adapting to local conditions, the race committee decided to take advantage of

The strategy worked well, and a well-fed fleet of 130-some boats sailed off the dock at 2 p.m. for the first of three races. The wind held in the 8-knot range, with just enough oscillations to make the beats interesting. That night, SBRA's annual fundraising raffle sent several lucky sailors home with gift certificates, gear and other goodies donated by supportive merchants (John Amen, West Marine, Svendsen's, Hank Jotz, Seabird Sailing Center, ExtraSport, Kokotat and Douglas Gill).

Sunday, Father's Day, dawned sunny and bright with a promise of continued good winds. It wasn't to be. By 10 a.m., the wind began to fade, and soon the only thing moving with the wind was the local parasailer concession. The race committee eventually called the racing off when it was obvious that the wind would not return. The afternoon was spent socializing, packing boats up and congratulating the winners, who are listed below.

— gail yando

EL TORO, JR. — 1) Nick Nash, 3.5 points; 2) Jason Martin, 4.75; 3) Whitney Gilmour, 13; 4) Rusty Canada, 15; 5) Jessica Amen, 16. (18 boats)

EL TORO, SR. — 1) Gordy Nash, 6.5 points; 2) Al Kenstler, 7; 3) Jim Warfield, 10.75; 4) Hank Jotz, 17; 5) Tom Burden, 18. (21 boats)

FIREBALL — 1) Chip Hellier, 2.75 points (1 boat)

OKDINGHY — 1) Russ Klein, 3.5 points; 2) Chris Nash, 7.75; 3) Michael Henry, 10. (6 boats)



COURTESY SBRA

Clear Lake Regatta — fresh water, hot air, no wind.

Clear Lake's normal late afternoon and evening breezes by moving the traditional Saturday night barbecue up to lunchtime.

E-SCOW — 1) Jim Ziebell, 3.5 points; 2) Charlie Klinefelter, 5.75. (4 boats)

I-14 — 1) Larry Craig, 5.75 points; 2) David Klipfel, 7; 3) Alan Laflin, 10.75. (11 boats)

LASER II — 1) Simon Bell, 7 points; 2) Mark Breen, 10.75; 3) Michele Logan, 11. (11 boats)

THE RACING

WABBIT — 1) Kim Desenberg, 6.75 points; 2) Colin Moore, 7; 3) Bill Partridge, 7.5. (8 boats)

FJ — 1) Steve Klotz, 4.75 points; 2) Larry Weatherly, 6.75; 3) Joe Doering, 11. (12 boats)

LASER — 1) Kimball Hall, 5.75 points; 2) Buff Wendt, 6.75; 3) Fred Cox, 10; 4) Hal McCormack, 17.75. (16 boats)

SUNFISH — 1) Bob Cronin, 2.25 points; 2) Darryl Coe, 7. (5 boats)

SNIPER — 1) Jim & Lynn Grubbs, 4.75 points; 2) Robin & Robby Gales, 9.5; 3) David Whitmore, 14. (11 boats)

BYTE — 1) John Amen, 2.5 points. (2 boats)

PORTSMOUTH — 1) Ryan Schofield, Coronado 15, 8 points; 2) M. Williams, Lightning, 8.75; 3) Skip Johnson, Johnson 18, 9.75. (6 boats)

South Tower Race

Rex Malott, representing the host Stockton Sailing Club, finally lit up the scoreboard in his ninth attempt at the 140-mile South Tower Race. Sailing his yellow Olson 25 *Alzora* with buddies Bob Doshier, Rob McCormick, Linus Ralls and Dana Smith, Malott corrected out 24 minutes ahead of the next boat, John and Debbie Walker's Choate 40 *Bottom Line*. "But it was the slowest Tower Race I can remember," claimed Rex. "The way home was horrible — we sat and cooked!"

A relatively small fleet of 29 boats started the 23rd edition of the race on Friday, June 17. The 70-mile beat to Crissy Field was an easy one, with most of the fleet rounding near dawn. *Alzora* made it around at 4:30 a.m., and then left Angel Island to port, a move that brought her back in contact with the bigger boats. From there, the fleet 'hole-hopped' back up to Stockton in light air. Even Suisun Bay failed to deliver the goods, with winds peaking at 6-8 knots. Eleven boats eventually DNFed rather than drift around all weekend.

"Our spirits dragged a little on the way back," admitted Malott. "We couldn't see any other boats, and weren't sure how we were doing. Also, we've sailed so much together — this was our fourth year in a row on *Alzora* in this race — that we ran out of jokes and stories to tell. Someone would start a joke and, and to save time, someone else would jump straight to the punchline!"

Alzora finished after 34 hours and 12 minutes on the course, three hours behind elapsed time winner *Bottom Line*. "We won because the Olson 25 is a great boat, and also because we've done the race so many times before," explained Rex. "Between us, we've sailed about 60 of these races, so we knew where to go and what to expect."

DIV. I — 1) *Bottom Line*, Choate 40, John Walker; 2) *Ozone*, Olson 34, Carl Bauer; 3) *Expeditious*, Express 34, Bartz Schneider. (6 boats)

COURTESY ALZORA

Aftermath: Rex Malott (top) and crew celebrate their South Tower Race victory.

DIV. II — 1) *Chili*, Santana 30/30, Mike Maurier; 2) *Faded Badley*, J/30, Dana Badley. (5 boats)

DIV. III — 1) *Alzora*, Olson 25, Rex Malott; 2) *Zephyr*, Cal 2-29, Jim Mureh. (4 boats)

DIV. IV — 1) *Gail Force*, Catalina 27, Jim Sanders; 2) *Sea Spell*, Venture 24, Mr. Yeargen. (4 boats)

F-27 — 1) *Wingit*, Ray Wells. (2 boats)

CRUISING (motor allowance) — 1) *Mandalay*, Catalina 36, Bill Lancaster; 2) *Purrfection*, Non-such 30, Ray Drew; 3) *Linda K*, Hunter 34, Gary Dobson. (7 boats)

OVERALL — 1) *Alzora*; 2) *Bottom Line*; 3) *Ozone*; 4) *Expeditious*; 5) *Chili*. (29 boats)

FIRST TO WEATHER MARK — *Bottom Line*

FIRST TO FINISH (race) — *Bottom Line*

FIRST TO FINISH (cruise) — *Mandalay*

Moonlight Race

A dark and stormy night, it wasn't. In fact, participants on the 22 boats which raced in San Francisco YC's 35-mile Midnight Moonlight Maritime Marathon on June 18 were treated to one of the sweetest night sails in recent memory. "It was just perfect, like an endless Friday night race," observed Mr. *Bad Example*'s Dave Gruver. "The main tactical calls on our boat were whether to drink the Myers or Mt. Gay first, and whether to mix them with tonic or OJ."

The fleet left Raccoon Strait in reverse handicap order between 4:00 p.m. and 6:30 p.m., propelled to the Carquinez Bridge turning mark by moderate winds and a fierce flood. With one notable exception (see pages 106-108), the fleet managed to round the center bridge pier without incident, only to sit against the remains of the flood in light air. The early starters watched helplessly as the bigger and/or lighter boats snuck by them and literally sailed off into the sunset. Boats that sagged to the Vallejo side of the course, such as David Wadbrook's winning *Melges 24 Quantum Libet*, were rewarded by early ebb out of the Napa River.

By the time the wind picked back up and the tide shifted to an ebb, the big boats were launched. *Quantum Libet* finished at 11:39 p.m., five minutes ahead of *Frog in French*. The last boat in, the Santana 22 *Roseanne*, pulled in at 1:49 a.m. after 9½ hours on the course. "All in all, it was a beautiful moonlit night with generally favorably tides and winds," said race chairman Bob Christensen. "Everyone I talked to says they had a great time!"

1) *Quantum Libet*, *Melges 24*, David Wadbrook/Ted Wilson; 2) *Frog in French*, Express 27, Kame Richards; 3) *Chimo*, J/105, Chuck Winton; 4) *Blazer*, J/29, Mike Lambert; 5) *Dolphin Dance*, SC 50, Dave Sallows; 6) *Sonita*, Express 27, Craig Page; 7) *Criterion*, Baltic 38, Tom Coates; 8) *Mr. Bad Example*, Express 27, John Hauser/Dave Gruver; 9)

Leda II, Lapworth 36, David James; 10) **Jubilation**, J/40, Harry Smith. (22 boats)

Race Notes

K-Cup update: 32 boats are currently entered in the upcoming **Kenwood Cup**, slated for August 1-13 off Diamond Head. For the first time, all racing will occur under the IMS rule (the IOR division was canceled, not unexpectedly, due to a resounding lack of interest). The U.S. will field the most entries (4 from the Mainland, 4 from Hawaii), while Japan and New Zealand each are sending six boats. Hong Kong (4 boats), Australia (3), France (2), Canada (2) and Russia (1) will also be represented. Look for the U.S. Red Team (Farr 45 *Gauche*, Farr ILC 40 *Growler*, N/M 43 *Slip Sliding Away*) to walk off with the Kenwood Cup Team Trophy. Other tough teams include New Zealand Green's all Mumm 36 team (*Georgia Express*, *Swuzzlebubble IX*, *Tyrannus*) and U.S. White (Farr ILC 40 *No Problem*, Mumm 36 *Suicide Blonde*, Mumm 36 *Zamboni*). Look for a preview next month — in the meantime, keep buying those Kenwood stereo components!

Risky business: **Paul Simonsen's** bid to set the TransPac Record of All Time with his modified ProSail 40 catamaran **TomCat** is running behind schedule. "Weather permitting, we still hope to leave by early August," explained Simonsen. "If not, we'll wait until next summer. Realistically, it's

about 50/50 right now." **Tomcat**, painted 'high visibility' yellow (do you have to ask why?), is currently in Schoonmaker Point Marina in Sausalito. The boat's been stretched (bigger bow sections and 3½ foot transom scoops), beefed up with water-tight bulkheads, and fitted with a new two-piece mast — all that remains to be done is add a spartan interior. Whether **Tomcat's** safe as an ocean boat remains to be seen. . . Crewing for Paul on this great adventure will be boat captain **Zan Drejes**, multihull god **Cam Lewis** and TransPac guru **Stan Honey**, who won't be available until mid-July due to sailing in the SSS TransPac.

Random notes: Keith Buck's veteran Farr 36 *Petard* — not *Sorcerer* — actually won Division B in May's **Stone Cup**. For once, the mistake wasn't ours: "Just another bug in the IMS program," shrugged a StFYC official. . . All this World Cup soccer brouhaha down at Stanford reminds us to report that the Golden State will also host three **sailing world championships** this fall: the Star Worlds (San Diego YC, Sept. 7-18), the Etchells Worlds (Newport Harbor, Sept. 6-18) and the International America's Cup Class Worlds (San Diego YC, Oct. 27-Nov. 5). . . Local windsurfer Chip Wesson bested a 44-board fleet in the **Bay Challenge**, a winsurfing enduro from the Cityfront to Berkeley and back, on June 18. His blistering time of 1:19:40 was only 4 minutes shy of the course record (which was set when the course went 'backwards', i.e. to and from Berkeley). The Challenge is one of two long distance events for boardheads, the other

being The Classic on July 2, a one-way downwind zig-zag to Berkeley.

Blue blazer circuit: The 39th **Newport to Bermuda Race**, which attracted 150 boats to the starting line on June 18, was a civilized one. *Windquest*, Rich DeVos's blue R/P 74, was first to finish the 635-mile course in 72 hours, 15 minutes (10 hours off the record) — despite an unscheduled stop to retrieve Annapolis sailmaker Larry 'Flipper' Leonard, who fell overboard in light air while adjusting the genoa lead. Corrected time honors in the Grand Prix class went to the Mumm 36 *Conspiracy*, owned by four Connecticut businessmen calling themselves 'The Cahoots Syndicate'. "None of us are employed in the yachting industry!" said one of the eight 'conspirators' gleefully. *Conspiracy*, representing New York YC along with *Idler* and *Infinity*, was poised to win the Onion Patch Series (4 buoy races, plus the Bermuda Race) as well.

Pebble stars: St. Francis YC junior sailor Matt McQueen came in 8th out of 60 entries in the Laser division of the prestigious **1994 Youth Championships** in Chicago on June 17-23. Bill Hardesty of San Diego was the winner. Katherina and Maria Kuzina finished 8th in the 35-boat 420 fleet. Other Bay Area participants included Will Benedict, Annelise Moore and Danielle Hill. This is arguably the most competitive youth regatta in the country, even more so than the Sears/Smythe/Bemis competition coming up in August in Charleston, SC.

Five to one: That was the ratio of students to instructors for Richmond YC's Second

BOX SCORES

GO FOR THE GOLD REGATTA (GCYC, June 11-12):

MULTIHULL — 1) Dale Apple, Hobie 16, 9.25 points; 2) Ramone Stark, Hobie 16, 16; 3) Ron Katz, Hobie 16, 17.75. (7 boats)

OPEN KEEL — 1) Mike Bringolf, Space Sailor 20, 5 points; 2) Jerry Lewis, MacGregor 25, 12; 3) Donald Hare, SeaCrown 25. (7 boats)

OPEN CENTERBOARD (big) — 1) Brad Worsham, JY-15, 9.5 points; 2) Darr Clark, Thistle, 21.5; 3) Mickey Fausett, 22. (12 boats)

OPEN CENTERBOARD (little) — 1) Jim Cozine, El Toro, 6.25 points; 2) Diane Kroll, El Toro, 12; 3) Decker MacCallister, Enterprise, 18.75. (9 boats)

CATALINA 22 — 1) Don Samuelson, 7 points; 2) Doug Epperson, 8.75. (5 boats)

LIDO 14 'A' FLEET (NorCal Championship) — 1) Don Lockwood, 10.5 points; 2) Bill Charron, 18.75; 3) Paul Holzhauser, 19; 4) Larry Salas, 21.75; 5) Willis Kroepelin, 23. (8 boats)

LIDO 14 'B' FLEET — 1) Joe Doering, 9.5 points; 2) Jim Boissier, 11.75; 3) Michael Shira, 17. (7

boats)

SUNFISH — 1) Bob Cronin, 10.25 points; 2) Daryll Coe, 11; 3) Byron Jonk, 12.5. (9 boats)

(64 boats; 5 races)

SCORE #3 (Santa Cruz YC, June 5):

'A' FLEET (14.6 miles) — 1) *Redhawk*, SC 40, Lou Pambianco; 2) *Animal House*, Olson 30, Akrop/Lezin; 3) *Daisy*, SC 40, John Buchanan. (5 boats)

'B' FLEET (12.6 miles) — 1) *Summertime*, Moore 24, Dennis Bassano, Jr.; 2) *Flying Circus*, Express 27, Gene Ryley; 3) *Wildthing*, Express 27, Phil Myers. (10 boats)

STOCKTON SC SPRING SERIES (March-June):

PHRF 'A' — 1) *Rascal*, Wilderness 30 SX, Brown Family, 4.5 points; 2) *Faded Badley*, J/30, Dana Badley, 12.75. (6 boats)

J/24 — 1) *Knots*, John Notman, 5.75 points; 2) *Quickie*, Jim Hackman, 9.5. (5 boats)

COLUMBIA 5.5 — 1) *Bandit*, Chris Shepard/SCC Juniors, 4.5 points; 2) *Chaos*, Jim Warfield, 15.75;

3) *Top Gun*, Jim Hoddington, 85. (10 boats)

MIDGET — 1) *Bad Dog*, J/22, John & Debbie Walker, 7 points. (3 boats)

PHRF 'B' — 1) *Wind Pacer*, Pearson Vanguard, Bob Winters, 7 points; 2) *Purrfection*, Nonsuch 30, Ray Drew, 8.25. (6 boats)

CAL 2-27 — 1) *Tempo*, Art Aulwürm, 7 points; 2) *Magic Twanger*, Bill Reynolds, 15.5. (4 boats)

CATALINA 27 — 1) *Gail Force*, Jim Sanders, 9 points; 2) *Lyric II*, Olivia Owings, 9.5. (6 boats)

(8 races; 2 throwouts)

LONG BEACH RACE WEEK (LBYC, June 10-12):

IOR — 1) *Plan B*, Choate 48, David Johnson, 9.25 points; 2) *Orient Express*, SC 70, Peter Tong, 12.75. (5 boats)

IMS — 1) *Gator*, Frers 40, Tom Wheatley, 7.25 points; 2) *It's OK!*, Andrews 43, Lew Beery, 12.75; 3) *Plan B*, 14. (7 boats)

PHRF A — 1) *Victory*, Dubois 40, Bob Butkus, 3.75 points; 2) *Defiance*, Schock 41, Scott Taylor,

THE RACING

Annual **Women's Dinghy Sailing Clinic** on May 21-22. Forty-two women participated in the excellent event, which was organized by Gail Yando and Michele Logan. Lasers, Bytes and El Toros were the learning platforms. Instructors included Fred Paxton, Sally Lindsay, Rebecca Harris, Ashley Tobin, Melinda Erkelens, Lynn Wright, Will Paxton, Melina Hoyer, Woody Harris, John Amen and Simon Bell. The event was so successful that a one-day 'tune-up' clinic will probably be scheduled for the fall. Call Michele Logan at (510) 237-2615 for details.

Car wars: Chevrolet signed up in mid-June as the first official sponsor of the all-women *America's* A-Cup effort. Dennis Conner is already sponsored by Cadillac, while the PACT 95 gang has gone with Lincoln/Mercury. . . Speaking of Motown, the second annual **Detroit IBM/Sailing World NOOD Regatta** on June 3-5 attracted 215 boats in 23 classes, making it the best attended NOOD regatta ever (the previous record was 189 boats, set last year in Chicago).

Instant replay: In a showdown reminiscent of April's St. Francis Invitational Match Race Regatta, **Paul Cayard** again defeated Thierry Peponnet, this time in the fourth regatta on the Omega Grand Prix circuit, the **Internationaux de France** at Sete, France. In winds gusting up to 35 knots, Cayard dispatched Peponnet — who's been the bridesmaid in four events already in 1994 — 3-2 in the finals. The field included many America's Cup hopefuls, demonstrating yet again that the Omega circuit is a



COURTESY WINDQUEST

The maxi IMS yacht 'Windquest' took line honors in the Bermuda Race. Will any of these beasts show up for next summer's TransPac?

valuable training ground for the 'Coma off Point Loma'. Final results: 1) Paul Cayard (USA), 2) Thierry Peponnet (FRA), 3) Peter Isler (USA), 4) Jochen Schumann (GER), 5) Marc Pajot (FRA), 6) Bertrand Pacé (FRA), 7) Marc Bouet (FRA), 8) Harold Cudmore (GBR), 9) Magnus Holmberg (SWE) and 10) Pedros Campos (ESP).

Santa Barbara races: Fourteen boats sailed in the **11th Santa Cruz to Santa Barbara Race**, a pleasant mostly downhill run that began on Friday, May 27. Reports on the race were sketchy, but we heard that Chuck Jacobson's SC 50 *Allure* was first to

finish at 4:46 the next afternoon, correcting out to second place in Division I behind the SC 40 *Camelot*. Dan Nitake's Olson 29 *Tsirir* took MORA and overall honors — a harbinger of things to come in the Pacific Cup? . . . Only 54 boats were entered in the 264-mile **Encinal/Santa Barbara Race**, which starts at noon off the Golden Gate YC on July 2, at presstime. While the race committee expects as many as a dozen last minute entries, there's no way the fleet will rival last year's record 89 entries. "We lost a lot of boats and sailors to the Pacific Cup," figured race chairman Dan Fleming. Also, no multihulls are racing this year, probably due to more stringent requirements placed on them after last year's near-loss of *Defiance*. Eleven boats have signed up for IMS, which

BOX SCORES

14; 3) **Hotspur**, Schock 35, Mike Owens, 18. (8 boats)

J/35 — 1) **Juice**, Stan Yocum, 11.5 points; 2) **Koinonia**, Doug Amerit, 16; 3) **Great Scot**, Nick Martin, 16.75. (8 boats)

CATALINA 37 — 1) **Team Joss**, Daniels/Elias, 6 points; 2) **Possibilities**, Fred Darling, 20; 3) **Team Terror**, Robert Leschlyk, 23. (11 boats)

PHRF B — 1) **Kimberly**, CF 37, Winton/Johnson, 11.5 points; 2) **Main Street**, Santana 30/30, Joe Case, 15.75; 3) **Speedway**, Santana 30/30 CP, Debra Navarro/Mark Wilson, 19. (10 boats)

PHRF C — 1) **Amorous**, Capo 26, Chuck Holland, 10.25 points; 2) **Jezebel**, B-25, Kevin Wolfe, 10.75; 3) **Sheezaliedee**, CF 27, Pete & Judy Hambrick/Jeff Silver, 11.75. (7 boats)

(5 races)

Joe Bambara, 12.75. (10 boats)

BIRD — 1) **Skylark**, P. Brosig, 4.75 points; 2) **Widgeon**, H. Backer, 6.75. (5 boats)

FOLKBOAT — 1) **Thea**, Tom Reed, 3 points; 2) **Little Svendle**, S. Svendsen, 13; 3) **Windy**, Bill DuMoulin, 14. (11 boats)

IOD — 1) **Prophet**, J. Henneffer, 4.25 points; 2) **Ariel**, P. Shah, 14; 3) **Whitecap**, Tom Allen, 15. (9 boats — protest pending)

KNARR — 1) **Whistler**, Chris Perkins, 11.75 points; 2) **Adelante**, Grant Settlemyer, 18; 3) **Nordlys**, Joel Kudler, 19.75; 4) **Peerless**, Larry Drew, 20; 5) **Lykken**, Bob Fisher, 28. (22 boats) (4 races)

IN THE BAY RACE (SSS/CYC; June 18; 20 miles):

SINGLEHANDED: DIV. II (under 126) — 1) **White Knuckles**, Olson 30, Dan Benjamin. (3 boats)

DIV. III (127-168) — 1) **Credit**, Farallon Clipper, Bill Belmont; 2) **Stormrider**, Aphrodite 101, Don McCrea. (4 boats)

DIV. IV (169-up) — 1) **Dulcinea**, Coronado 27, John Slivka; 2) **Impossible**, Ranger 23, Gary Kneeland; 3) **Emerald**, Yankee 30, Peter Jones. (7 boats)

DIV. V (non-spinnaker) — 1) **Grand Slam**, Cal 29, Fred Minning. (3 boats)

DOUBLEHANDED: DIV. I (multihulls) — 1) **Aotea**, Antrim 40, Peter Hogg. (2 boats)

DIV. II (under 126) — 1) **Salty Hotel**, Express 27, Mark Halman; 2) **Bird**, Swede 55, David Poole; 3) **Ram**, J/35, Robert Milligan. (7 boats)

DIV. III (127-168) — 1) **Topper**, Moore 24, Richard Korman; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Paddy Murphy**, Merit 25, David Mariscal. (7 boats)

DIV. IV (168-up) — 1) **Chaos**, Ranger 23, Tim Stapleton; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Perezoso**, Excalibur 26, Phil MacAfee. (12 boats)

DIV. V (non-spinnaker) — 1) **Lone Star**, Serendipity 43, Dave & Jane Reed; 2) **Scoop**, Wylie 34, Michael Clarke. (5 boats)

WOODIES INVITATIONAL (StFYC; June 10-12):

BEAR — 1) **Trigger**, Scott Cauchois, 12 points; 2) **Smokey**, Steve Robertson, 12.25; 3) **Little Dipper**,

1994 Encinal/Santa Barbara Race Entries*

is being offered simultaneously with PCR (the downwind version of PHRF).

Anchors aweigh: After 32 races, defending champion Navy won the **Collegiate National Dinghy Championship** over arch-rival Tufts. Held June 1-4 at the Coast Guard Academy in New London, Conn., the regatta was the culmination of the collegiate sailing year. Over 70 teams from the seven ICYRA districts competed for a berth in the 59th annual showdown, which was sponsored by Sperry Topsider. The top ten: 1) Navy, 154 points; 2) Tufts, 172; 3) College of Charleston, 173; 4) St. Mary's College, 199; 5) **Stanford**, 207; 6) Old Dominion, 212; 7) URI, 231; 8) Coast Guard, 254; 9) Yale, 270; 10) Texas A&M, 298. **Berkeley** finished 12th in the 16-school field.

On May 26-28 at Yale, Tufts captured the Women's National Sailing Championship for the second year in a row, beating runner-up St. Mary's by a healthy 16 point margin. Stanford and **UC Irvine** finished 9th and 13th, respectively. Capping off an incredible year, the Tufts 'Jumbos' also took the Team Racing Championship, held at the CGA on May 30-June 1. Stanford placed sixth in that event. West Coast sailors earning All-American honors this year were **Morgan Larson** (Hawaii), John Myrdal (Hawaii), Peter Wells (Irvine) and **Scott Sellers** (Stanford). Honorable mentions went to Charles Meade and Jeremy McIntyre, both of Stanford, while Stanford's Gretchen Uznis earned honorable mention honors in the Women's All-American voting, a new category this year.

Driving Ms. Daisy: "It was the best race I've been on in 15 years!" claimed **Tom Carter** of Soquel, who sailed the June 5 SCORE race on the Moore 24 prototype **Summertime**. Unfortunately, Carter and his shipmates (owners Dennis and Mary Bassano, Jr., Ian Klitza and Andre Lacour) didn't have much time to savor their victory: seconds after their downwind finish, the boat just behind them, the SC 40 *Daisy*, hardened up over *Summertime's* transom and dropped their kite all over the smaller boat. They proceeded to sail away with *Summertime's* rig, towing them backwards briefly. First the boom, then the mast, landed on Carter, who suffered two broken ribs and numerous bruises despite being bundled in a life jacket, a float coat and a sweater. "Actually, I think I was pretty lucky," said Tom. Both Carter and *Summertime* hope to be mended in time for the first Fall SCORE race on July 31.

Sale boats of the month: Kevin Bagg has 'downsized' from his J/29 *In the Bagg* to the Melges 24 *Route 66*. James Kent, formerly a part owner in the Olson 911S *Fall Line* is

| <u>Yacht</u> | <u>Type</u> | <u>Owner/Skipper</u> | <u>Yacht Club</u> | <u>PCR</u> |
|---|-------------------|----------------------------|---------------------|------------|
| DIV. A (15-66) | | | | |
| <i>White Knight II</i> | Swan 65 | Ted Kozioff | New York | ?? |
| <i>Bobo</i> | Andrews 53 | Allen Silvestri | Monterey | -15 |
| <i>Two Dog Gone</i> | SC 52 | Angelo Peykoff | SSYC | -12 |
| <i>Phantom</i> | J/44 | Jack Clapper | St. Francis | 40 |
| <i>Spellbound</i> | Olson 40 | Lou Fox | Richmond | 48 |
| <i>Mystical Creampuffs</i> | Beneteau 4515 | John Linneman | Encinal/St. Francis | 59 |
| <i>X-Dream</i> | X-119 | Steen Moller | Tiburon | 63 |
| DIV. B (75-93) | | | | |
| <i>Destiny of St. Peter</i> | Swan 46 | Peter Bennett | Encinal/Richmond | 75 |
| <i>Ariel</i> | Tradewinds 40 | Hugh McIntyre | California | 77 |
| <i>Warlock</i> | Express 37 | Blake Wilson | Richmond | 80 |
| <i>Spindrift V</i> | Express 37 | Larry & Lynn Wright | Richmond | 80 |
| <i>Slithergadee</i> | J/35 | John Niesley | St. Francis | 82 |
| <i>Mostly Harmless</i> | C&C SR 33 | Paul & Lee Bergman | Encinal | 84 |
| <i>Sweet Okole</i> | Farr 36 | Dean Treadway | Richmond | 86 |
| <i>Cape Horn</i> | C&C 36 | Mario Sepulveda | Encinal | 88 |
| <i>Champagne</i> | Beneteau First 42 | Hali Palmer | South Beach | 93 |
| DIV. C (96-120) | | | | |
| <i>Special Edition</i> | Wilderness 30 | Eric Sultan | Santa Cruz | 96 |
| <i>Curler</i> | Ross 930 | Larry Olsen | Cal Sailing | 102 |
| <i>Dance Away</i> | Santana 35 | Doug Storkovich | Encinal | 106 |
| <i>Culebra</i> | Olson 34 | Craig Riley | Encinal | 112 |
| <i>Bingo</i> | CF-37 | Bill Myers | Ventura | 116 |
| <i>Nightmare</i> | Wilderness 30 | Marty Grealish | Golden Gate | 120 |
| DIV. D (126-168) | | | | |
| <i>Abigail Morgan</i> | Express 27 | Ron Keil | Corinthian | 126 |
| <i>Salty Hotel</i> | Express 27 | Mark Halman | Richmond | 126 |
| <i>Bobs</i> | Express 27 | Mike Hearn | Cal Sailing | 126 |
| <i>Bessie Jay</i> | Express 27 | Brad Whitaker | St. Francis | 126 |
| <i>Cheyenne</i> | Wylie 34 | James Fryer | SSS | 127 |
| <i>Scoop</i> | Wylie 34 | Mike Clarke | Encinal | 130 |
| <i>Takeoff</i> | Laser 28 | Ron Byrne | Encinal | 132 |
| <i>Outrageous I</i> | Olson 911 SE | Tom Thayer | Richmond | 144 |
| <i>Fast Forward</i> | Catalina 36 | Jim Aton | Benicia | 146 |
| <i>Used Leviathan</i> | Moore 24 | Mike Day | Grapevine | 156 |
| <i>Movin On</i> | Jeanneau 30 | Bob Neal | Benicia | 168 |
| DIV. E (Heavy displacement, 105-171) | | | | |
| <i>Saoirse</i> | CT 49 | John Hughes | Encinal | 105 |
| <i>Radical Move</i> | Hunter 37.5 | Robert Nelson | Richmond | 126 |
| <i>Andale</i> | California 32 | Douglas Smith | Southwestern | 131 |
| <i>Gypsy Warrior</i> | Freya 39 | Rick Gio | San Rafael | 137 |
| <i>Juggernaut</i> | Islander 36 | Bill Parks | Encinal | 155 |
| <i>Chorus</i> | Kettenburg 38 | Peter English | Sausalito | 163 |
| <i>Leda II</i> | Lapworth 36 | David James | San Francisco | 165 |
| <i>Perpetual Motion</i> | Cal 31 | Noble Brown | Benicia | 171 |
| NON-SPINNAKER A | | | | |
| <i>Hye Time</i> | Hunter 45 | Jack Isaacs | Encinal | 80 |
| <i>Finale II</i> | Sabre 42 | Alex Finlay | Encinal | 105 |
| <i>Wianno</i> | Catalina 42 | John Sullivan III | Richmond | 106 |
| <i>Windsong II</i> | Hunter 42.5 | Charles Tilson | Presidio | 110 |
| <i>Barbette</i> | Crocker Yawl | Bryan & Ginny Lowe | None | 112 |
| <i>Fast n' Free</i> | C&C 35 MkIII | Bob Stone | Encinal | 130 |
| <i>Mabrouka</i> | Sabre 38 | Tarek Abdel-Hamid | St. Francis | 133 |
| <i>Aniara</i> | Swan 38 | Eric Schou | San Francisco | 135 |
| NON-SPINNAKER B | | | | |
| <i>Phantassie</i> | Island Packet | James & Nancy Kleinschmidt | Encinal | 156 |
| <i>Zingara</i> | Islander 36 | David Scardigli | Coyote Point | 157 |
| <i>Lizard's Breath</i> | O'Day 34 | Doug Lange | None | 159 |
| <i>X-To-Sea</i> | Seafarer 31 | Rodger Goodsell | Encinal | 194 |
| <i>Culo Bagnato</i> | Cal 20 | Mike Warren | Cal Sailing | 272 |

* as of 6/24/94

now holding the *Bagg*. Meanwhile, Steve Podell has moved up from his J/29 *Thrasher* to a new J/105. Suddenly, J/105s seem to be selling like hotcakes — Chuck Spear of Marina del Rey just got one named *Twelve Bar Blues*, bringing the total of 105s in California up to 20. About 12 are expected at the Big Boat Series.

Two new 11:Metres have been sold, one

to hot Star sailor Howie Shiebler, and another to 11:Metre dealer **Paul Kaplan** and his partner, Ken Keefe. . . Kevin Mahaney's PACT 95 group recently purchased *Il Moro di Venezia IV*, the fourth of Montedison's five America's Cup boats. Young America, their new boat, won't be finished until December. "This purchase of a high quality 1992 benchmark is proof that

THE RACING SHEET

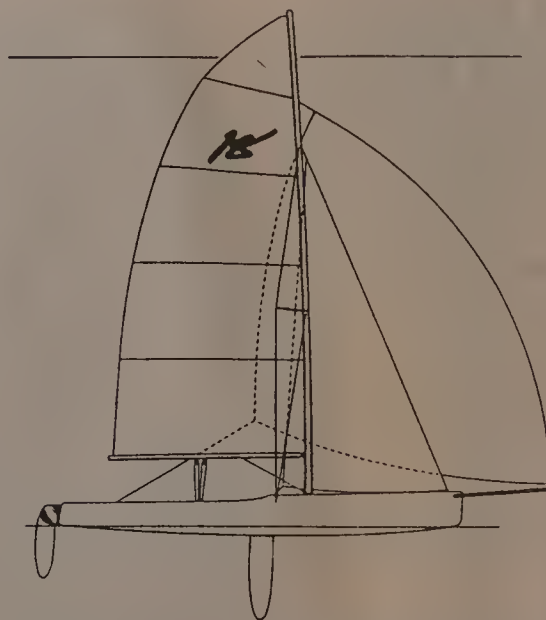
our entire program is on track," claimed PACT 95 president John Marshall. . . . We've heard good things about the new 430-pound Rodger Martin-designed **Johnson 18**, which is essentially an 18-foot, two-man Melges 24 for about one third of the price (about \$15,000 all up). Call Johnson Boat Works in Minnesota at (612) 429-7221 for the scoop.

Itty-bitty Tahiti Race: On Friday, June 24th, at 1 p.m., the TransPac YC fired the starting guns for the 'world's longest match race' — just two boats, Jake Wood's Mull 82 *Sorcery* and Fred Kirschner's SC 70 *Kathmandu* showed up for the 'revival' of the **Tahiti Race**. *Kathmandu* owes the red boat 14 or 15 hours over the 3,571-mile course, and both have the potential to smash the *Ticonderoga's* 1964 record of 17 days, 7 hours and 57 minutes. The conditions will dictate the winner — a moderate air, reaching race would favor the longer-waterlined *Sorcery*, while a windy downwind drag race would favor the ULDB. Check in next month to find out who won!

And you thought you had a bad week: Exhorted SoCal sledmeister **Tom Leweck** claims he's never been in any yachting accidents — other than the random dismasting — in his long and distinguished sailing career. Last week, in the space of five days, both his J/24 *Free Lunch* and his 'new' 1965 Cal 20 *Long Beach Transit* got clobbered. Fortunately, Tom was on starboard in each case, but his boats ended up in the ICU of the local boat hospital. We figure the only worse thing would be losing your rig in a Wednesday night beer can race, which is just what happened to Peter Tong's SC 70 *Orient Express* off Long Beach in early June. Actually, the N/M 68 *Swiftsure III* can top them all: In a Memorial Day Race from Cabrillo Beach to Dana Point, they hit a reef near the finish line, pushing the keel up into the boat and breaking most of the stringers and bulkheads. Damage was estimated at around \$175,000.

Swan song? Amidst rumors that this was the last **Cal Cup** for ULDB 70s (who would California YC replace them with?), the seven sleds in attendance staged a heart-stopping finish to this Memorial Day Weekend regatta. Four boats finished the last race overlapped, with a fifth just seconds behind, to decide the regatta winner. When the smoke cleared, Roy Disney's SC 70 *Pyewacket* had beaten Mike Campbell's Andrews 70 *Victoria* — by the winning margin of 4 or 5 feet! Complete results: 1) *Pyewacket*, 12.75 points; 2) *Victoria*, 14.75; 3) *Evolution*, 18.5; 4) *Alchemy*, 21; 5) *Grand Illusion*, 21.75; 6) *Orient Express*, 24; 7) *Mongoose*, 26.

After three of seven races, *Pyewacket* is



The new **Johnson 18** — but for an 'operator-error' DSQ, one of these would have won the **Portsmouth Division** at the **Clear Lake Regatta**.

leading the season with 46 points, followed by *Orient Express* (42) and *Evo* (39). The sleds are expected to turn out in full force — well, at least 12 — for the **Alessio Race** on July 29. Incidentally, the sled class voted 13-1 to boycott next summer's TransPac — instead they'll sail in their tentatively-named **Maui Wowie Race** to Lahaina beginning on June 29, 1995. Apparently the TransPac YC back-pedaled like crazy in a last minute effort to reel the sleds back in, claiming that mega-yachts wouldn't count for the **Barn Door Trophy** and that W-60s and IMS 70s would only be invited if a class of three or more was established. The owners, still furious about the way the TPYC handled the '95 format changes, politely told them to shove it.

Comebacks: Next February's **Puerto Vallarta Race** will include a cruising division for the first time. "We listened to what people wanted," said Del Rey YC spokesman Tom Redler. "Already, we have eight boats committed for the new class." See next month's *Changes* for details. . . . The **Vic-Maui Race** attracted about 30 boats for the now-underway race (starts were staggered over four days between June 29-July 2). Efforts to get a copy of the entry list proved futile, but we heard through the grapevine that two Bay Area boats are entered, the Farr 52 *Zamazaan* and the SC 70 *Chance*. Both are under charter, with 82-year-old Denis Cresey captaining the *Zamazaan* effort! Other boats making the 2,300-mile trek to Lahaina include the SC 52 *Marda Gras*, the SC 50s *Palm Tree Express* and *Emily Carr*, and the Tripp 74 *Atalanta*. Sausalito sailmaker Jim Leech will sail on the latter, a former *Ondine* that he claims weighs as much as five SC 70s!

Still more sale boats: Hal Biggal of Ignacio picked the aging Wylie 28 **Animal**

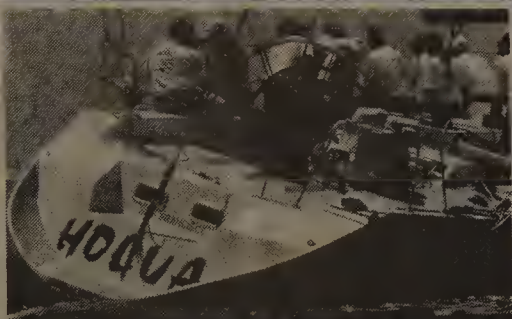
Farm. He'll do club races out of Tiburon YC. . . . **Leigh Brite** just acquired a used J/40 from Chicago called *Advantage*. The boat's a past Chicago-Mac race winner, but Brite apparently intends to use it mainly for cruising. . . . Tom Otter's Santana 35 *American Eagle* was sold to Vancouver. . . . The J/35s *Draco*, *Raptor* and *Esprit* are all now up in Seattle, where the local one design fleet is now up to 16 boats. . . . Jim Forquer of Balboa YC recently purchased the J/120 *Windshear*, the first one of these sporty 40-footers on the West Coast.

A smashing time: In mid-June, Laurent Bourgnon and **Cam Lewis** demolished the 18-boat fleet — and all existing records — in the 2,810-mile Plymouth Development Corporation **Two-Handed TransAtlantic Race**. They rode their 60-foot trimaran *Primagaz* from Plymouth, England, to Newport, RI, in just 9 days and 9 hours, finishing 80 minutes ahead of another 60-foot multi-hull, Loick Peyron's *Fujicolor II*. Both boats took about 24 hours off the absolute east-to-west TransAtlantic record, set singlehanded in 1988 by Philippe Poupon. "It seems incredible that we broke the record," said Lewis, "because we were parked some of the time out there. But when we were going, we were going fast!" The first monohull to finish, Halvard's Mabire's *Cherbourg Technologies*, also set a monohull record of 15:00:31. Eight of the fleet DNFed the race in the heavy going of the first few days.

Buddy boats: The **Melges 24 Chevrolet Gold Cup** — aka the first Melges Worlds — were contested at the boat's spiritual home of Lake Geneva, Wisconsin in mid-June. **John Kostecki** and an all-PACT 95 crew squeaked by Steve Grillon and Harry Melges III to win the abbreviated 4-race series. A total of 14 pro boats and 19 amateurs sailed together, with results broken out afterwards. The top amateurs, finishing seventh overall, were Brian and John Porter of the host Lake Geneva YC. According to Greg Dorland, "Buddy and his family really extended themselves. This was a fabulous regatta both on and off the water!"

Forever young: We're sad to report that **Jim Morris**, one of Southern California's most popular and successful yacht racers, died in a car accident last month in Marina del Rey. Driving home from a Wednesday night race, the 33-year-old air traffic controller was 'port-tacked' by a lawyer high on cocaine, and never had a chance. Morris, who owned the Olson 30 *Aliens Ate My Buick* and the Schock 35 *PsychoBetty*, was truly an original guy — colorful, witty and fun-loving. We, and many others, will miss him greatly.

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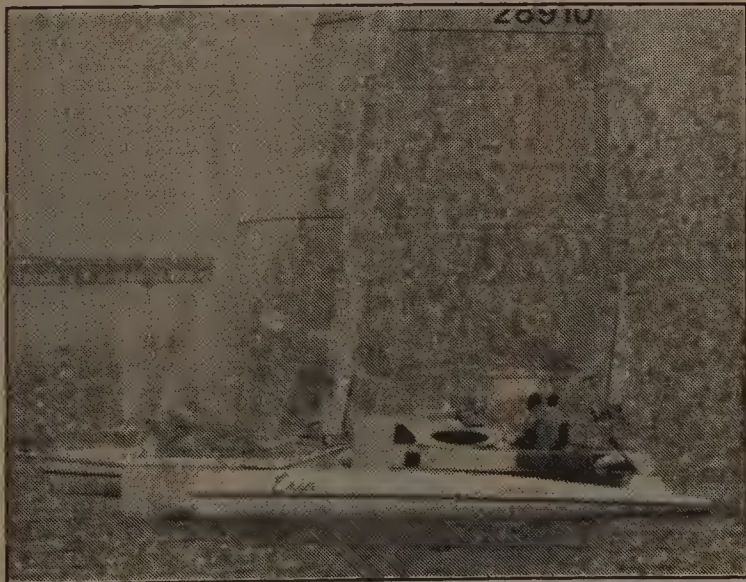
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CHANGES

With reports this month on the **Bison** tragedy; on wandering around Catalina; on **Another Horizon** in the South Pacific; on **Romance** returning from Mexico to Seattle via Hawaii; on **Hatsu** sailing from Japan to California; on **Desperado** becalmed in the Sea of Cortez with engine failure; on **Dulcinea's** shark encounter; and on **Dithyramb's** distress in Greece; also the conclusion of **Snow Dragon's** saga of rudder troubles; and the usual plethora of **Cruise Notes**.

Ethereal — N/A Al & Katherine Overton 'Bison Jim' Lost At Sea (Van Nuys)

We on *Ethereal* are beginning our third season of cruising in the Pacific. We've never written to *Latitude* before, but have been mentioned honorably several times: by Debbie of *Dreamer*; thru an unidentified photo of us winning the pie-eating contest at Los Pelicanos; and by Lowell North of *Wanago* when we were one of five boats locked inside Mopelia Lagoon during the independence skirmish of '92. We also pass copies of *Latitude* around whenever we get them. We encourage other yachties to sign each issue they read so we know who has gobbled up the latest news. *Latitudes* are treasured out here in the far reaches of the Pacific.

Unfortunately, we're not writing to share the excitement and fun of a cruising adventure, but to remember Jim (we don't know his last name) of the Los Angeles-based *Bison*. A friend of several cruising seasons who is probably also known to many

mate of six years, the facts of the tragedy are still sketchy because she was still in too much of a state of shock to report them clearly. As best we were able to understand, *Bison* was approaching Noumea, New Caledonia, from Australia when the tragedy occurred. Julie and Jim had had an agreement that they would not enter reefs after dark but would rather stand off until daylight. Julie doesn't know why Jim decided to change that policy when they approached Dumbea Pass at approximately 2030, but he did. When Julie questioned this idea, Jim asked her to go below until *Bison* was at anchor.

We know of several cruisers who have successfully entered the lighted Boulari Pass near the Amedee Lighthouse at night, but locals advise against it because the city lights in the background can overwhelm the channel lights. And even experienced captains have been known to get confused. Having negotiated the pass during the day ourselves, it's not something we'd like to do at night — at least not for the first time.

Because Julie was down below, she's not sure who was at the helm — Jim or an Aussie crewmember they'd picked up — when *Bison* entered the pass. All she remembers is *Bison* hitting the reef and then water pouring down the companionway. She said that Jim was thrown overboard as a result of the impact and she remembers him hanging down from the rail of the boat. Unable to pull himself back aboard, he dropped into the sea. Julie says his last words were: "I'm here, I'm okay." But after that, nothing.

Jim was not wearing a safety harness and probably not a life jacket. For reasons that aren't clear, the Aussie crewmember apparently didn't throw Jim a line, life-ring or any of the other safety equipment that was on the boat. Although Julie doesn't remember it happening, the Aussie crewmember must have put the liferaft into the water, because he eventually convinced Julie that Jim was in it. That was the only way he could get her off the boat. But when she got into the raft, Jim wasn't there. Julie did have the presence of mind to set off the EPIRB, a device she refused to let go of for 24 hours.

Although she wasn't entirely clear about



it, Julie and the Aussie were apparently picked up by a fishing boat. She begged them to take her back to *Bison* to search for Jim, but they didn't understand her English and wouldn't turn back. We hugged and cried when Julie told us the terrible story. Even though it had happened six days before, she was still trying to get all the boats to go out and search for him. The French officials, however, told us their policy was to search for just two days because after that there wouldn't be anything left in these waters.

Sturdy boat that she is, *Bison* flopped across the reef and into the lagoon. She was unscathed except for a patch of fiberglass scraped off and a stanchion that needed to be welded back in place. She is currently being repaired by Steve of *Shadowfox*, a friend from Los Angeles who owns a sistership. Steve is going to help Julie get *Bison* back to Los Angeles. She says the boat is still her home and Jim loved the boat so much that she couldn't bear to part with it.

Julie tearfully repeated that Jim's dying in that way had been a senseless waste. "Why?!" she'd scream.

We don't know why, Julie, but we your friends grieve with you. We're so very sorry Jim has left our company because we always enjoyed his. We send you prayers of strength

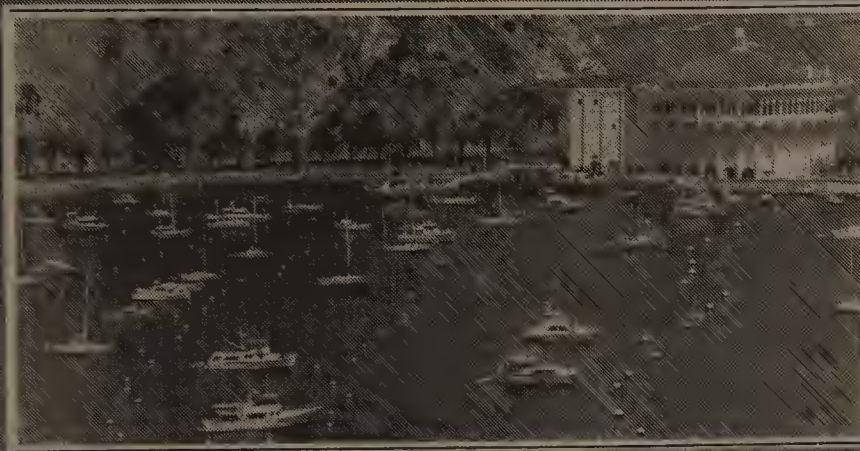


This photo isn't of the 'Bison' that Jim was lost off of, rather it depicts the downside risks of entering reef waters at night.

Latitude readers, he was lost at sea on Friday, May 13.

Although we've spoken to Julie, his first

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The casino at Catalina and moorings (inset) at Avalon. She said 'I do' underwater (inset), continuing the island's tradition of romance.

and comfort to walk through the storm of your grief and hope you will soon find the enthusiasm for living life to its fullest, giving thanks for the time you had with Jim.

Perhaps Jim's death won't have been so much a tragedy if all the rest of us cruisers can learn some lessons from what happened: 1) Don't enter a pass at night if there is any uncertainty. 2) Always wear a harness on deck after dark, especially when outside a cockpit. 3) Have regular safety drills about what to do in an emergency, making certain everyone — especially new crew — know how to use all the safety equipment. 4) Attend Safety at Sea Seminars and refresher courses.

We know that even the best care and equipment can't prevent all accidents, but it can eliminate many of them. We wish all mariners safe sailing and give thanks that we've been able to recover from all our errors. For those of you who would like to keep in touch with Julie, her address is: Julie (Ju Orth) Hyon, 8868 Evening Star Court, Orangeville, CA 95662.

— the overtons 5/25/94

Readers - Veteran cruisers are all of the

same opinion: the real danger in cruising is not far out to sea but close to shore, rocks and reefs. Please be careful.

Avalon's All Right Especially In Shoulder Season Wanderer & Wanderette (Catalina)

"From the Fourth of July until Labor Day it's like a Fellini movie," declared Herbie. He runs the golf cart concession at Catalina's Avalon in flamboyant style.

While Avalon may be overrun by hordes of people during the high season, the 'shoulder season' — just before school lets out and just after it starts again in the fall — are ideal times to visit Catalina. Mexico-bound cruisers take note.

While there's a mildly hokey atmosphere to Avalon because some of the main structures are so dated, it's nonetheless a very pleasant and attractive place to spend time. It's Disneyland clean — which after the rest of Southern California is a refreshing jolt — and quiet. The houses are well-kept, the landscaping is tended to, and cars aren't allowed. Unlike the mainland, there's not much violent crime in Avalon. Somehow a drive-by shooting just isn't as much fun when you have to do it from a speeding golf cart.

It's true that shoulder season Friday and Saturday nights can be very crowded at

Avalon, but the other nights are a different story. When we arrived late on a Sunday in May, the 300 moorings at Avalon Bay were less than half full. Those at nearby Descanso Bay were almost completely vacant. This was good because reservations for moorings are not accepted, and the boats anchored to the southeast looked to be rocking and rolling unpleasantly.

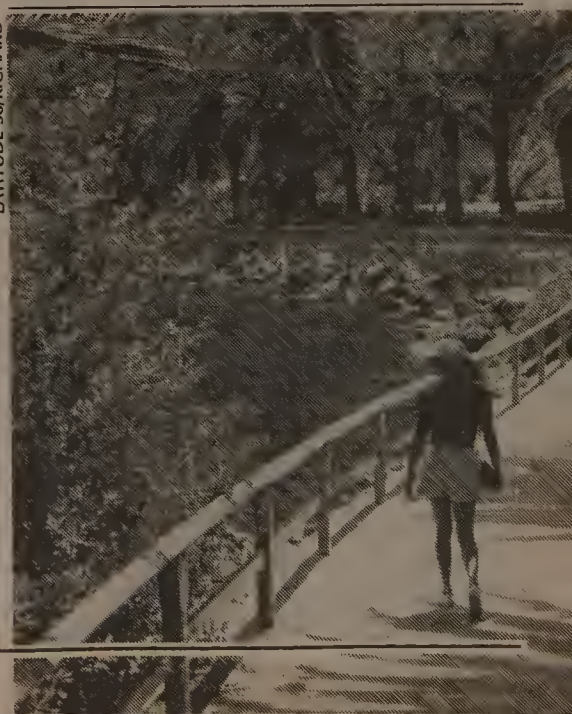
The procedure for renting a mooring is simple: present your boat off the end of the harbor entrance. One of the harbor patrol boats will quickly appear, lighten your wallet and assign you a mooring. Although it varies with the size of your boat, the mooring fee is roughly 50 cents/foot, and includes picking up one bag of garbage from the transom of your boat in the morning.

For first-timers, getting a boat secured on the bow and stern moorings can be a little tricky. But in the shoulder season, the Harbor Patrol guys usually have the time to be friendly and to help out. One serious caution: the 'wands' atop the small mooring buoys are pointed, hard to see and at the perfect height to poke somebody's eye out. With every third resident of Southern California being a personal injury lawyer, we can't imagine why all the wands haven't been tipped with rubber balls. Until they are, safety freaks will want to wear a swim mast while securing their boat.

About seven years ago the EPA checked the water quality of Avalon Bay and didn't

Before the Fourth of July and after Labor Day, there's a tranquil Mediterranean quality to Avalon.

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like what they found. As a result, mariners were no longer permitted to pee or poop into the water. In an attempt to insure that mariners comply, the Harbor Patrolman boards your boat and drops a couple of red dye tablets into your heads. This is probably a violation of your civil liberties, but it's worth it. If you pump anything from your head into the water — as opposed to into your holding tank — the dye discolors the water all around.

Although there are plenty of free and reasonably clean heads on the Avalon Pier, the Harbor Patrol still catch about 100 morons a year who use their heads at the moorings. Such people are subject to \$500 fines — but should probably also get six whacks with a Singaporean cane after being strung up from the marlin hoist at the Tuna Club. The clear water in the Bay should be reason enough for mariners to either use their boat's holding tank or make the short trip to a shore toilet.

Given that Catalina is relatively barren and 90% undeveloped, there are an unbelievable number of possible activities. You can learn all about them by picking up one of the four-color brochures in the pier or at the visitor's bureau along the main walk.



You don't have to be a psychic to 'read' the buoys at Avalon Bay. As you can see here, it obviously wasn't summer.

One of the most popular activities is learning to scuba dive at a cordoned off area adjacent to the casino. It's actually amusing

just to watch, as novices unaccustomed to all the bulky gear stumble down the rocks. One scuba diving couple we met helped sustain Catalina's romantic image. Thirty feet down the guy took out a wax pen and wrote: "Will you marry me?" When she nodded 'yes', he pulled out the engagement ring from a plastic clam shell.

Many of the island activities have a cattle drive feel to them, so strolling up to the vibrant green golf course, renting a bike, or enjoying a good book on the boat are several excellent alternatives.

For a place that lives almost entirely on tourists, Avalon restaurants offer reasonably good food at fair prices. The Wanderer and Wanderette particularly liked the atmosphere at Antonio's Pizzeria on the water. The Wanderette liked it because they provide you with marking pens for writing your boat name on dollar bills, which you can then staple to the walls. The Wanderer liked it because they serve peanuts and permit you to throw the shells on the floor. There's something about a place that actually encourages you to be sloppy that resonates with the Wanderer's inner child.

Late afternoon and early evening are the good hours at Avalon. The pace slows, the hundreds if not thousands of day-trippers board ferries back for the mainland, and the scent of bougainvillea is no longer overwhelmed by odor of sun tan lotion. Strolling along the waterside with the love of your life, watching the sun set behind the casino, enjoying the quiet — you can't help but realize that Avalon's an ideal place to enjoy a couple of days.

— latitude 5/30/94

Another Horizon — Valiant 40 Steve Salmon and Tina Olton Papeete, Tahiti (Berkeley)

We left Puerto Vallarta on March 3 at 1020 — four years to the minute after our last departure for the South Pacific. Although we had been warned that the first few days of the passage would be frustrating because of light winds, it turned out to be some of the best sailing of the trip: 10 - 15 knots on the beam with flat seas and clear skies.

Sailing through the Intertropical Convergence Zone (ITCZ) was another story. We had several days in which it alternated between calms and squalls with high winds, torrential rain and lightning. South of the equator it seemed to be more like tradewind



conditions, but only sporadically. Calms were frequent and we motored throughout the passage more than we would have liked.

We arrived at Hiva Oa in just under 21 days. There were 10 other boats in the harbor, half of which were semi-permanent residents. We were greeted by *Rascal Fair* of Bellingham via Puerto Vallarta, and *Dream Weaver* of Seattle via Panama. They had both arrived a day or two ahead of us. We all agreed that the conditions on all of our passages — light winds and calms — were at least due in part to having started early in the season.

We'd been looking forward to returning to French Polynesia, and we're indeed enjoying revisiting our favorite anchorages and islands as well as investigating new ones. We found the Marquesas relatively unchanged; a few new buildings, more stores in Atuona and more fresh provisions available. There is some evidence of an attempt to increase the tourist trade, but so far it hasn't influenced the ambiance of these islands. They're still spectacular visions of mountains, valleys, waterfalls, lush vegetation, volcanic remnants and archeological mysteries. Not surprisingly,

JOHN NEAL



INSET BY LATITUDE 38/RICHARD

(Spread) Either it's a new form of air-conditioned housing or part of Tuamotuan pearl harvesting. (Inset) Tina and Steve.

they have remained hot and humid, and are still under the reign of the 'no-see-ums'.

We moved on to the Tuamotus during the second week in April with a three-day passage to Raroia. This is the island on which *Kon Tiki* fetched up in 1947. Our experience here was mixed. The principal anchorage is off the village of 65 residents, but this is more often than not a lee shore and — at 50 feet — quite deep. There's another anchorage off the town wharf in 20-30 feet, but it's too hemmed in between two large coral heads for our liking. Our preference was to move across the lagoon to the east side, where we understood the snorkeling to be outstanding and the fish, clams, and oysters plentiful. When we mentioned this to the police chief who checked us in, we were told it was not allowed because of the pearl farming throughout the lagoon. Such restrictions may become more prevalent among the Tuamotus as more of the atolls expand this industry.

On the positive side, we found the village

interesting, and the children especially charming. We were the first boat to arrive this season, so they were very attentive. Some time ago we had read a book about Raroia written by Bengt Danielsson, a member of the *Kon Tiki* crew who returned to the atoll in 1949. We still had our copy, and when we discovered that the locals had never seen the book, we took it ashore. Although the English text didn't mean anything to them, their eyes devoured the pictures as they identified parents, grandparents and old friends. One elderly woman even found herself pictured as an eight-year old girl! They were so thrilled that we left the book with them.

From Raroia we journeyed overnight to Makemo. This large atoll, with a population of about 400, is an administrative center for the central group of Tuamotus. There is a post office and several stores with minimal provisions, as well as several schools for Makemo and the region. We found plenty of activity here: a new wharf being built, a supply ship unloading everything from pigs to tractors, French officials arriving in a space-age helicopter, locals singing and playing their guitars and ukeleles (some of the best playing we've encountered), piton playing and plenty of friendly people. One

afternoon we were entertained by Robert and the mother of his 12 (!) children. They served us the best *poisson cru* (raw fish marinated in coconut milk) that we've had in a long time.

Our next stop, Kauehi, had been our favorite atoll in 1990 — and was even more so this year. In contrast to the Marquesas and our general impressions of the Tuamotus, Kauehi has been transformed in the past four years. The reason? Pearl farming. Kauehi's economy — such as it was in '90 — was based on copra and there had been no talk of pearls. Today the characteristic pearl farming huts and buoys are visible all over the lagoon. The population has doubled to 130, a new school has been built, and prosperity is evident in the numerous bicycles, some motorscooters and a few trucks. There's even one car — in a village where you can walk from one end to the other in five minutes! In 1990 there was one TV and video player in the community center. Now most homes have their own, along with generators and even a few clothes washers — although no running water — and dryers. Not everyone has shared in the prosperity, and there's probably an even wider gap between the haves and have nots than before. The rapid transition from a communal, trading

PHIL HOWE



Cars are replacing horses in the South Pacific — even on islands and atolls where Cal Trans hasn't made its presence felt.

economy to a cash economy would make a fascinating study for a sociologist!

One thing about Kauehi that hasn't

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changed is the friendliness of its people. They get our vote for the warmest outpouring of welcome to yachties. They offer gifts of crabs, fish, shells, and coconuts frequently. And although we offered spices, fish hooks, lures, coffee and perfume soaps in return, they truly hadn't expected anything. Invitations to join their activities ashore — games, sing-a-longs, meals, church — made Kauehi a special experience.

Our last stop in the Tuamotus was at Fakarava. After a day or two anchored off the village, we journeyed down the inside of the lagoon to the southern end where we found Manihi Salmon, Steve's 'cousin' — to use Manihi's own word. Three generations ago an Englishman named Alexander Salmon married a Tahitian woman. Their daughter, Marau Salmon, married the Queen of Tahiti's son, who later became King Pomare V. She herself became Queen Marau, the last Queen of Tahiti. Manihi is her great grandson.

He lives on an isolated *motu* surrounded by Australian pines in a large and lovely home that he built for his family. Manihi speaks impeccable English, having been educated in New Zealand. He was a very gracious host and we thoroughly enjoyed talking with him over the next several days.

Snorkeling at Fakarava was excellent. The nutrients in the Fakarava coral must be exceptional, because the reef fish are huge: parrot fish over two feet, Moorish idols eight to ten inches high. It was just extraordinary!

There was some confusion among cruisers about whether it was necessary to check in when visiting the Tuamotus. Although there are no *gendarmes*, the local municipal police — or in their absence the mayors of the villages — do expect yachts to check in with them. They will sign and stamp your boat passport which is the 'green card'.

A big cause of cruiser anxiety in the Tuamotus is trying to figure out when the tides will be slack at the passes. With currents as strong as eight knots in some cases, this is no trivial concern. *The formula provided on page 12 of Charlie's Charts of Polynesia is not reliable!* In fact, we and others almost got into serious trouble trying to use it. During one hair-raising episode, Tina had to rev the engine up to 3000 rpm to maintain steerage while Steve swayed back and forth in the rigging trying to pilot *Another Horizon* past two huge whirlpools!

The most reliable formula for slack water in the passes seemed to be the one provided

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in *Sailing Directions (Planning Guide)*, South Pacific Ocean, specifically on page 179 of the Appendix Atlas. It indicates that the typical pattern is for minimum current to occur one hour after low tide and one hour after high tide. For this, of course, you will need a current copy of the tide tables for the Pacific Islands.

There was a whole group of cruisers who left Puerto Vallarta in the first two weeks of March, and we enjoyed following each other's progress through the Pacific Maritime Net — which is one of the greatest public services to cruisers on this earth. When we all reached the Marquesas, we formed an informal ham radio net which was dubbed the 'Sioui Net'. The name — pronounced "see-wee" — comes from our shared experience of arriving in Hiva Oa and answering the locals' questions with a leftover Mexican 'si', then suddenly realizing our mistake, changing it to 'oui'. 'Si-Oui'.

We have enjoyed meeting up with other 'Siouis' throughout French Polynesia. At one point we had a strong contingent in Kauehi that included *Walkabout*, *Kacheena*, *Seymour's Sailon*, *Dream Weaver*, *Storm Vogel*, *Island Wind*, *Free Spirit* and *Tabasco*.



(Spread) Just another sunset in Hawaii. (Inset) Ala Wai Yacht Harbor.

All but us were from Seattle or the Pacific Northwest!

We are now in Papeete and enjoying the big city life — at least for a few days. The cost of living here is still sky high, but at least the sky hasn't gotten any higher. It's quite remarkable, in fact, that prices are exactly the same as 1990: \$1.50 for one grapefruit; \$11.50 for a pound of sausage; \$22.50 for a box of (drinkable) red wine, etc.

There has been a rumor that the bond requirement in French Polynesia would be eliminated in July 1994. When a fellow cruiser asked an Immigration officer if that was true, he laughed. We're afraid it was merely wishful thinking. We suggest visitors just think of it as the price of admission to some of the best cruising grounds in the world!

— steve and tina 5/10/94

**Romance — Pearson 424
Bill, Debbie & Lauren
Puerto Vallarta To Seattle
(Seattle)**

We're *Romance*, the 26th boat in to reach Cabo in the *Some Like It Hot* rally this



year. Thanks to *Latitude* for the nifty T-shirts — and all the great reading over the years.

We left Puerto Vallarta on February 27, and after 22 days of sailing — during which we motored 30 hours — we made landfall at Hilo, Hawaii. We didn't expect all the rain — it poured for an entire week — but at least it was warm. More important, the locals and the harbormaster were all very friendly and helpful. A special thanks to Paul, a local Japanese-Hawaiian, for inviting us and other cruisers to his home for dinner. It was great fun and made us all feel welcome. Thanks for the aloha, Paul.

We found all of Hawaii to be beautiful and friendly, with lots of wind for sailing. We had no problem finding transient moorage, water or fuel.

After reading all the bad rumors, we were surprised to find the Ala Wai Yacht Harbor to be an 'it-doesn't-get-much-better-than-this' place. Being bow-tied to the dock just behind the breakwater with all the other transients, we had front row seats watching the surfers work the waves at Ala Moana. It was also neat watching the Friday night yacht club races with all the spinnakers billowing into the sunset, and the weekly fireworks displays from the Hawaiian Hilton at nearby Waikiki.

We'd chosen to sail to Hawaii as the easy way to get back to Seattle from Mexico, but wished we'd had more time to see the Islands. But since we had to be back to work in Seattle on June 1, we left the Ala Wai on April 30th, beating into the wind and heavy seas for about 30 hours. The crew looked a little green and even the captain had his wristbands on.

After getting away from the Islands, the wind dropped to 10-15 knots from the northeast. We continued to beat north for five days in warm and enjoyable conditions until we sailed over the top of the Pacific High. Then we had winds from the west and southwest, giving us a straight shot to Seattle while trying to dodge gales. First we were on the edge of a gale, then in a gale, then becalmed in the center of a weak low, and finally had 25 knot winds 300 miles out from Cape Flattery.

It was during the gale that First Mate Debbie, hearing a forecast of 45-knot winds and 25 foot seas, looked at me and said the awful words: "You'll never get me out here again." We'd ripped our main in half straight across the first reef line, so we had to be double or triple reefed the rest of the way. We had up to 35 - 40 knot winds and 20 foot seas, but we never had to hove to or drag warps. The boat did really well in all conditions. Nineteen days out of Hawaii, we arrived at Neah Bay.

Now that we are back, Debbie, being a good sailor, has forgotten all about the gale and can remember only the best parts of our

good so we can cruise the South Pacific at a relaxed pace. No more hurried ocean crossings to get back to work.

I have to give special thanks to our 12-year-old crew member, Laureen. She kept us supplied with fresh baked cookies in all but the roughest weather, always smiled no matter how bad the weather, stood a four-hour day watch, did schoolwork mostly on her own, and thought putting her head out the hatch while seas broke over the dodger was more fun than Disneyland's Splash Mountain.

— romancers 5/29/94

Romancers — We're glad to hear that Hawaii met with your satisfaction. We and our readers would like to hear from other cruisers passing through the Islands this season.

Snow Dragon — Hunter 31 Chris, Frances and Colin Brann Rudder Problems (Delta Junction, Alaska)

[In last month's installment of the Snow Dragon adventure, the Brann family had their original rudder break on their approach to the Marquesas, and then a new, supposedly stronger Foss Foam version break in 30 knot winds on their way from New Caledonia to Australia. As they resume the story, the replacement rudder shaft has

'Snow Dragon' at Ahe in the Tuamotus. She was already on her second rudder, a rudder that also failed.

SNOW DRAGON



adventure. Good sailors have short memories or they wouldn't be sailors, right? So we're now planning on working for a few more years and then pulling the plug for

broken and they've been trying to jury rig a steering system.]

By late afternoon the wind and seas had moderated, so we hoisted a staysail while streaming a 36-inch Gale Rider mesh drogue from the stern. This got us moving slowly in

CHANGES

the direction of Australia, although our course was still determined entirely by the direction of the wave troughs.

By noon on November 27, we finished installing a jury rig rudder off the bottom of the Monitor windvane frame. The controls were a series of lines to various parts of the vessel. It only lasted a couple of hours, but we repaired it and were eventually able to get some directional control using a combination of the jury rudder and a light drag towed behind the boat.

Around 1700 Stewart and Susie of *Spirit* made a rendezvous with us. They passed us their windsurfer with a couple of fender boards lashed atop it — and a large bar of chocolate wrapped in a Zip-Loc bag. The following morning friends on the Finland-based *Rock 'n Roll* found us. They gave us a wooden gangplank, various U-bolts, the *Yachtsman's Emergency Handbook* — and another bar of chocolate.

Both boats transferred stuff to us in 15 to 25 knot winds and 8 to 12 foot seas. Because of our very limited maneuverability, they had to do all the work. *Spirit* made the transfer by trailing the windsurfer behind them with a 100-ft length of line, then crossing our bow. As soon as we grabbed the



Cruisers beware: Get to know your rudder before you go.

line, they let go of their end. *Rock 'n Roll* came close enough to toss us a line — although did their bowsprit ever look

enormous as they slid down the wave next to us! But Tula drove the boat perfectly while Otto put the boards over the side as soon as I grabbed the transfer line.

Our final jury rig ended up being two pieces of 17 x 30-inch ply thru-bolted with the Monitor vane paddle in between. We didn't make the rudder any bigger for fear that the strain would tear it apart. The secret to jury rig rudders on boats like ours seems to be securing the rudder in the vertical position — where it seems to act as an extension of the keel.

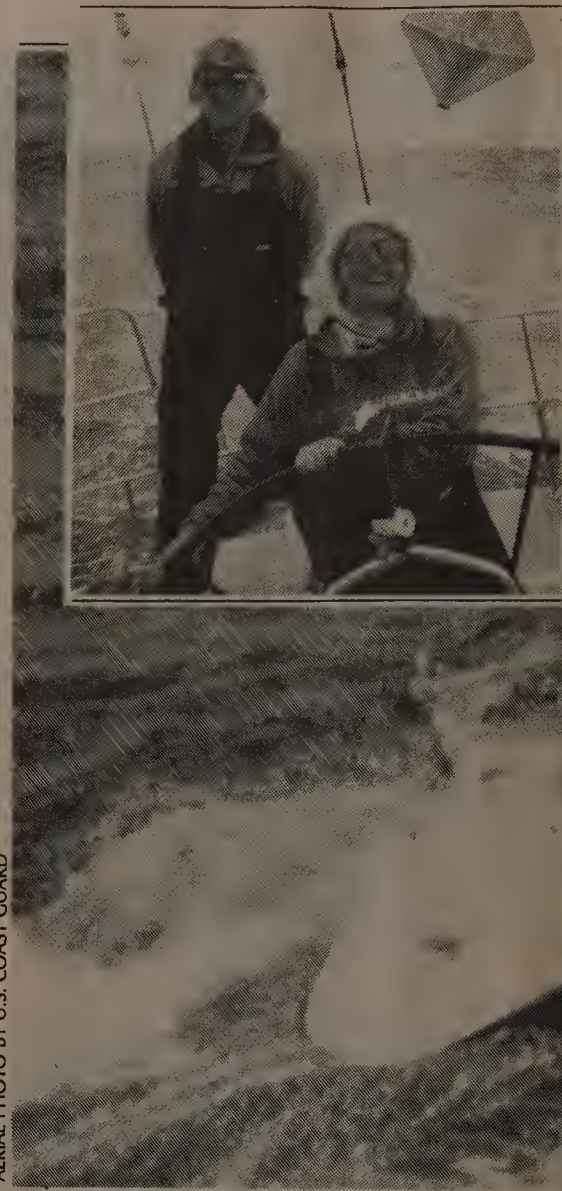
Frances, a cabinet maker specializing in boat interiors, built a wooden brace to hold the vertical posts between the lower legs of the windvane. I lashed the paddle to the windvane 'anchorages' to provide additional support. We ran half-inch lines from the lower leading edge of the assemblage forward under the hull to act as a lower pintle. The lines came out on deck about seven feet forward of the transom.

The side-to-side movement was controlled by tiller ropes run through the trailing edge of the rudder. The tiller ropes came through aft fairleads, forward through light blocks and tied to a rope that wrapped around the Monitor wheel adapter. We might be under jury rig, but by God were still going to have wheel steering! The wheel, of course, meant it lacked some of the feel a tiller would have given, and the following week's steering was like playing a five-year-old video game in a laundromat. But we couldn't figure out a way to rig a tiller.

Although the rest of the trip was tiring, it was fairly uneventful — not counting the times we had to hang over the transom at 0300 to repair the jury rig. For the last several days of the passage we had sunny days, moonlit nights and moderate or light seas. It would have been just perfect for *Snow Dragon* in her original configuration. We tied to the Customs Dock at Brisbane early on the morning of December 4.

During the trip we'd remained in radio contact with Susie and Stewart of *Spirit* as well as Otto and Tula of *Rock 'n Roll*. Having friends stop with chocolate, a self-help book and a few supplies while you're tied to the dock is nice enough, but when you're disabled in the middle of the ocean it takes on a whole different meaning. We also stayed in radio communication with Keri Keri Radio as well as friends in Australia. Our young son Colin has become a pretty good radio operator as a result, but he's asked that

AERIAL PHOTO BY U.S. COAST GUARD



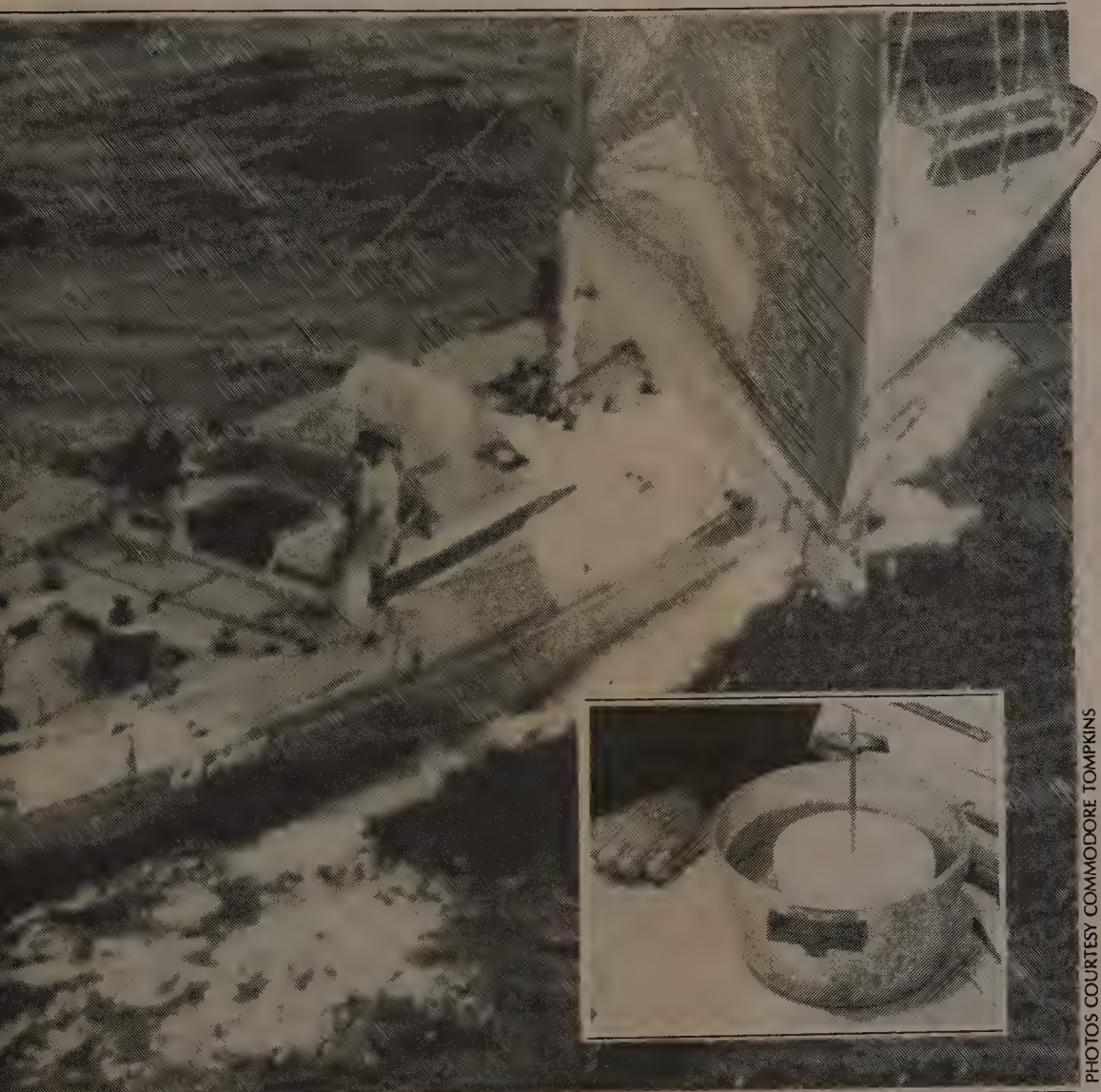
we don't lose any more rudders.

One tip: If you ever find yourself in a similar tough situation when you're dependent on your own efforts, do everything you can to keep your spirits up. It's very important.

After clearing Customs, we motored up the Brisbane River where friends had arranged a slip for us near the city center. After the boat was secured, I dove down to see what had happened to this rudder shaft — as we'd never felt anything that would have broken a 2½-inch pipe shaft.

To my fury I discovered that Foss Foam hadn't sent the "improved" rudder they'd described, but the same construction as the original rudder that had failed. This despite the fact Foss themselves said the design was inadequate! About eight inches down into the blade itself they'd concealed a change to a much lighter tube, which was then welded into the quarter-inch wall pipe. Since I had to destroy the rudder to examine the area, it was unlikely I'd ever have detected the substitution.

I have a very strong suggestion to other owners of production boats: *check who built your rudder!* I believe that Foss Foam builds rudders for several manufacturers, possibly with similar construction. The photograph of



'Hatsu' jammin' from Japan. Commodore (inset) maintains a Bligh-like visage over Sarah. John's 'navigation in a pot' (second inset).

Pyxis' broken rudder in the September *Latitude* looked just like our first rudder. I think this kind of construction is common and that they can fail without warning. That's based on it happening twice to us. Needless to say, we'll build our third rudder ourselves.

Based on our considerable ocean miles, we think the Hunter 31's only weak spot was the rudder. We originally bought the boat for the odd week of coastal cruising, but now we've sailed her across the Pacific a time and a half. Since we've decided to cruise for the indefinite future and 31 feet is a little small for three, we're looking for a larger boat. Besides, we want to return to Alaska where you need lots of space to hang wet clothes.

— chris 2/94

Hatsu — Holland 67 Commodore Tompkins & Friends Japan To Long Beach (Takamatsu)

When sailing from Japan to California, you can chose one of two ways to go. You can take the northern route through the Aleutian Islands, which is about 400 miles

shorter. It's extremely cold that far north, however, and gales come rolling down one after another.

Which is why 'Commodore' Tompkins of Mill Valley, who has been delivering boats all over the world for more than four decades, opted to take the longer but safer route to the south. The strategy was to sail just north of the northeast trades and try and get into the westerlies. Whenever it took them north of the 40° it was cold enough, but at least they only had headwinds 20% of the time.

Assisted by Joe Cooper, Jonathan Livingston, Norman Martin, John Freeman and Sarah Suloff, the Ron Holland designed ultralight covered the 5,000 miles in 28 days.

It doesn't matter if you take the northern or southern route back from Japan, you're not going to see much sun. "It was overcast almost the entire time, with lots of drizzle," says Commodore. "There were only about four days when we didn't have to come on watch with our slickers on. It was jackets and sweaters the whole time."

There was a little excitement on the trip, most of it during the beginning of the voyage. The first thrill was just outside Yokohama. "The freighter traffic coming out of there was just spectacular," marvels Commodore. Next was a U.S. Coast Guard helicopter that flew overhead and took the aerial shots on this page. Chatting on the

VHF, the pilot told the crew of *Hatsu* that they were on fishery patrol, presumably to watch against illegal whaling.

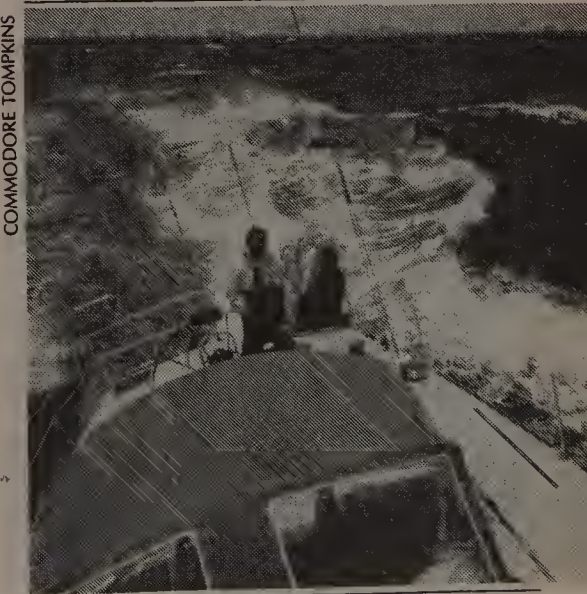
Two days out of Yokohama, they got a real thrill. During a routine check of the bilge, they discovered quite a bit of water. Prior to leaving Japan, they'd found water and retightened and rebbed the keel bolts, assuming that had been the source of the leak. But lo and behold, two days out and late at night — when else — they found the bilge full of water again.

The entire crew huddled around the bilge with flashlights, pumping and bailing in order to locate the source of the leak. It was one of those tense moments at sea, and nobody said a word for 20 minutes. Finally Joe Cooper, a long time delivery companion of Commodore turned to him and said one word: "U-turn?" Commodore replied, "I'm thinking about it."

But shortly thereafter they discovered the cause of the leak: a back-siphoning bilge pump.

There wasn't much excitement the rest of the way over, just day after day after day of gray skies and drizzle. While the wind was variable, it was reliable, and they motored a total of just 12 hours. The most wind they saw was 35 knots.

With lots of time on their hands, John Freeman, M.D., PhD worked out a



If you have to sail across the gray and drizzling North Pacific, you might as well do it quickly.

homemade navigation system. Armed with just a stick, a bright enough sun to make a shadow, a calculator and a watch, he was

PHOTOS COURTESY COMMODORE TOMPKINS

COMMODORE TOMPKINS

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consistently able to work out their position within 15 miles. Look for the system to appear as part of a Casio watch in the near future.

The chilled crew stopped at Catalina for one night in order to spruce up the boat and soak up some rays — it was the first hot sun they enjoyed in a month. And you thought you wanted to be a delivery skipper?

Hatsu is the second largest yacht in Japan after one of the old *Ondines*. Her owner brought her to Long Beach for a new keel, new rig and new sails, all in anticipation of the 1995 TransPac. Built by Geraghty in San Diego in 1982, she took line honors in the 1983 TransPac sailing under her original name of *Charley*.

— latitude 38 6/22/94

Desperado — Baba 30 'Crazy Cal' Fitzgerald Sea of Cortez (Frazier Park, CA)

I've owned my Baba 30 for 15 years, and lived aboard her before retiring from the City of Los Angeles. My wife Penny and I headed south from Ventura in January of '93 for what turned out to be a very calm and uneventful trip — except for the prop shaft breaking near Cabo San Lucas. I kept the



If a vessel approaches you like this and then suddenly disappears, it's a good indication you're getting a little tired.

boat in Puerto Vallarta for a year, then headed back into the Sea of Cortez in May of '94. I was and am reluctantly singlehandeding

now after my wife said, "Adios Amigo." She'd rather stay home and garden around her mountain home.

Shortly after leaving Puerto Vallarta, my autopilot took a dump. Nonetheless, I was able to get my windvane to steer using the apparent wind while motoring at four knots. I continued north along the mainland coast towards Mazatlan. Enroute I joined up with Gene and Dorothy on *High Hopes*, and Pete and Alex on *Distant Vision*. We became a trio sailing north, hitting all the anchorages. Being able to share it with friends made Mazatlan fun.

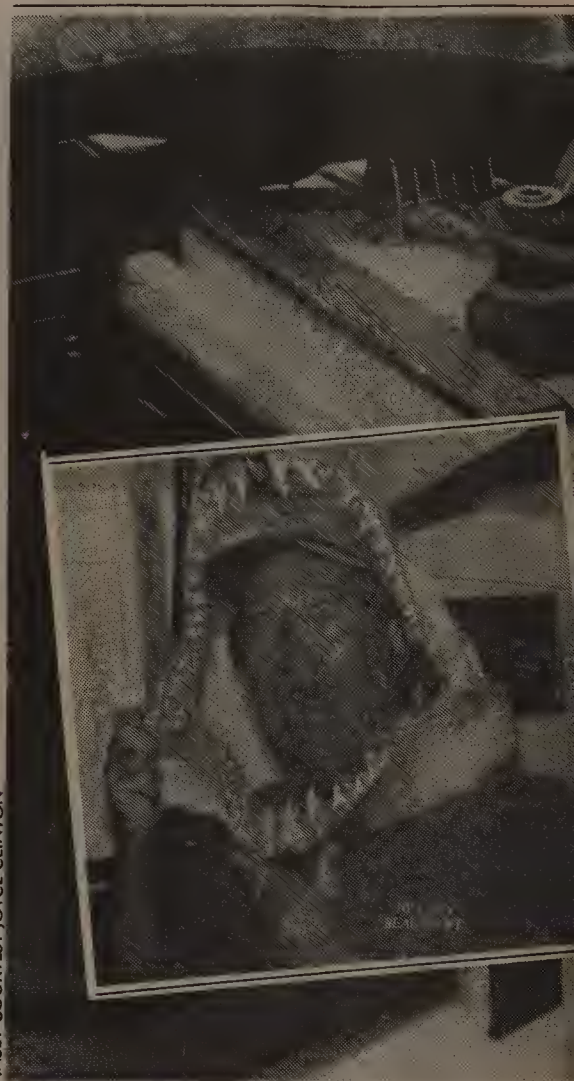
The wind was on the nose the day we left Mazatlan for La Paz, and I spent the better part of the day trying to get off the beach without pounding myself to death. Thirty-six hours later I was 100 miles southeast of Cabo San Lucas — and my prop shaft broke again! I should have replaced it rather than just having it repaired. It wouldn't have been so bad except there was hardly any wind; I would only make 35 miles in the next 24 hours.

I informed my comrades of my situation and my intention to sail to Cabo, make repairs, and join them in La Paz. Although I reported everything was under control, the folks on *High Hopes* graciously offered to backtrack 85 miles and tow me to La Paz. I just couldn't do that to them. Besides, I was on a sailboat and could easily make Cabo *no problema*.

Or so I thought. I spent another 48 hours bobbing around 60 miles southeast of Cabo wondering if I shouldn't have accepted *High Hope's* offer. At the same time the very large sailboat *Copper Sky* was having a much more serious problem; they'd lost a man overboard eight hours south of Cabo. During the next three days I listened helplessly to rescue efforts which I later learned were unsuccessful. To the captains of *Raven* and other boats involved in the search effort, I salute you for trying to save a fellow seaman.

Each day I kept drifting further away from Cabo and my frustration grew. One night I must have been in the doldrums, because I saw a herd of horses swim by. *Mindsweeper* was kind enough to offer me a tow to Los Frailes, but I declined as I figured I was better off at sea rather than anchored on a lee shore with weird winds and no engine. Another day passed and I was no closer to Cabo. In fact, I was drifting back toward Mazatlan!

Soon I got a radio call from *Distant*



INSET COURTESY JOYCE CLINTON

Vision: "Come north, Cal, there's wind!" Although it was further to La Paz than Cabo, I couldn't resist. I poked along 25 miles offshore for several more days and nights, during which time I began to suspect that I may have been approaching the limits of my endurance. For on one occasion a ferry boat that was coming directly at me suddenly disappeared! I later realized that I must have passed-out and only awoke after it had disappeared over the horizon! That little scare helped keep me awake.

As I finally passed Muertos, *Yankee* offered help if I needed it. Once again I thought it was safer at sea and declined. My eighth day at sea — boy did I want to get that prop shaft fixed! — found me at the north end of Cerralvo Island. I was caught in a current near Foca Reef and there wasn't any wind. I wasn't a happy man.

That's when I sighted *Buenafe* serenely motoring along the island with her main up. I watched as she slowly rounded the island and began to disappear. It was then I pondered the question: At what point do you ask for help? Weak and exhausted, I reached for the radio and asked, "How's the weather?" Ramer on *Buenafe* came back, "Are you the *Desperado* that everyone's been looking for?" Somewhat surprised, I answered, "I guess so." Apparently the ham operators had been reporting my progress to



Kathy and Mike (spread) had their Crealock 37 attacked by a shark — with a mouth not unlike the one being imitated by Terry Kennedy (inset).

friends who'd become worried about my overdue status.

Buenafe towed me 40 miles against wind and current to La Paz. The tow line consisted of a bridle on my boat, which was tied to 75 feet of line, with 35 feet of chain in the middle to act as a centenary. This was attached to *Buenafe's* 200 feet of stern line. Both boats behaved perfectly. I soon received a welcome surprise: a floating goody bag sent aft on a separate line containing two cold *cervezas*!

It was with sincere gratitude on the VHF the next morning that I thanked the fleet in La Paz and those people along the coast of Baja and in the Sea who act as guardian angels to mariners who traverse these waters.

Desperado got a new prop shaft at Able Bercovich Boat Yard located next to the Pemex Plant outside of La Paz. They did an excellent job and were very fair. After a few more 'tweaks' I'll be on my way again to Loreto and the Bay of Los Angeles.

— cal 5/25/94

Dulcinea - Crealock 37
Kathy & Mike
Shark's Bite
(Sonoma County)

About 700 miles into our passage from New Zealand to Fiji, our boat started steering erratically. Puzzled, we looked back at the Monitor and noticed the vane was flopping back and forth. Even more puzzled, we looked over the transom at the paddle to see what might be the problem. It was a shark, which had the steering paddle in its mouth. He was shaking it so hard that his body was thrashing part way out of the water!

We tried pushing him off with a gaff. Three times he temporarily backed off. But then he'd return and bite the paddle again, shaking like crazy. He finally left.

We'd like to commend the Monitor folks at Scanmar on building such a strong piece of equipment. We were amazed that the paddle didn't end up as an entree for the shark. Aside from a lot of indentations from teeth, there was no damage.

Fiji, by the way, is great! We feel it's been the best part of our trip so far.

P.S. Kathy wants to know if the *Wanderette* is coming down again this year, and if so, could she pick her up a few things from Victoria's Secret?

P.P.S. We still haven't had time to get married.

— kathy & mike 5/20/94

Kathy & Mike — A couple of years ago Warren Luhrs sailed a prototype of Thursday's Child across the Atlantic. When he finished, he discovered a number of

shark's teeth embedded in the boat's rudder. So you're in good company.

The *Wanderette* regrets she probably won't be able to make it back to Tonga or Fiji this year, but she'll send you a V.S. catalog nonetheless. Most of their stuff only weighs an ounce or two, so shipping shouldn't be too dear.

Hotel California — Santa Cruz 70
Barbara & Steve Schmidt
San Francisco In Costa Rica
(Santa Cruz)

The last letter from *Hotel California* too reported on some good adventures — this one is more about good tastes.

As is pretty much characteristic of those of us who took off cruising with some sort of schedule in mind, we've spent much more time than anticipated at everywhere we stopped. Having heard lots of unpleasant things about Costa Rica, we thought we'd be able to stay there briefly and thus be able to stick to our March itinerary. Of course, it turned out to be fabulous!

One of the things we enjoyed most was scuba diving, which we'd been missing. The quality of diving had deteriorated radically south of Tenecatita — except for Potosi islands just south of Zihuatanejo. But the dives and the people in Playa del Coco more than compensated.

At the daily volleyball game, Steve met a couple of Swedish men who had been visiting Costa Rica for several months. They told him to be sure to stop by San Francisco Treats for great brownies. We're not brownie



The 'Hotel California too' crowd met up at the 'California Bakery and San Francisco Treats' in — where else — Costa Rica.

freaks, but still you don't ignore this kind of advice. So off we went — again and again and again.

CHANGES

San Francisco Treats had been open for about a month by a couple of ex-Northern Californians. Michael and Wendy Salinsky, an ex-Sausalito lawyer and an ex-international PR/Image consultant respectively, had moved to Playas del Coco a year ago and wanted something to do. Missing San Francisco type coffee/sweet shops, they decided to open one of their own. We're glad they did, because their brownies are delicious!

Wendy does the baking and has to travel to the big city of San Jose each week to get ingredients. She likes to use California walnuts, but has to rely on friends bringing them down when they come to visit.

When a bunch of people from the anchorage were at San Francisco Treats, we thought of *Latitude* and took the photograph on the previous page. Those pictured are, from the left: Dan and Carla Verdoorn, and Paul Beck and LeiEllen Pastuszak of *Heritage*, a lovely schooner on its way to open a new marina at Orange Point, near Belize; Barbara and Steve Schmidt, of *Hotel California* too, a modified-for-cruising Santa Cruz 70; Rebecca and Ron McCabe from *Arabesque*, long-time cruisers; Mary Engle of *Resolute*, from San Francisco; and Wendy and Michael, the happy-for-cause proprietors of San Francisco Treats. Missing is Frank Engle of *Resolute*; he took the photo.

— barbara & steve 5/25/94

Dithyramb — Cheoy Lee Lion

Friends of Dithyramb

An Appeal For Help

(Zakynthos, Greece)

Dithyramb, a Cheoy Lee Lion 35 well

Race as well as two season championships on San Francisco Bay, suffered extensive damage when she broke loose — or was cut loose — from her moorings following three days of a Force 10 gale in the Ionian Sea. Although she has since been brought to safety, her owner, former Berkeley resident Fred Feied, reports that she suffered heavy damage to her port side. A section of her hull was torn out, demolishing the port bunk and galley.

Dithyramb is an indirect victim of the Balkan crisis. All the charter companies doing business in the former Yugoslavia have moved their boats to Greece, taking up all available winter berthing ashore. Insurance companies have likewise been withdrawing coverage in the last year or so following heavy losses by Lloyds and other carriers. The Balkan crisis has also seen a rise in the level of anti-foreign sentiment, and there was some evidence suggesting a deliberate act of sabotage.

Lieutenant-Commander Salvano, the able head of the local port police, has carried out a vigorous investigation and has identified a prime suspect who in the past has been known to have slaughtered seals, dynamited fish and cut loose both foreign and local vessels. However, in the absence of an actual eyewitness to the crime, there is little hope of bringing him to justice. This applies to civil as well as criminal charges, so there is no possibility of recovering any damages.

A number of people, particularly the resident English population, assisted in the difficult task of bringing *Dithyramb* to shore, raising her up and removing engine, mast, boom and accessory equipment. Working in

Having sailed and raced successfully for many years in Northern California, 'Dithyramb' suffered serious damage in Greece.

transporting her to the premises of a local boatbuilder.

A local ad hoc group is issuing an appeal from latitude 38 in Zakynthos, Greece to latitude 38 in San Francisco for help in restoring *Dithyramb*, a classic yacht that has given pleasure to thousands of persons in both locales. *Dithyramb* played a vital role in teaching hundreds of San Franciscans how to sail, while hundreds of others knew her from experience as either crewmembers or fellow competitors on the Bay. In Greece *Dithyramb* has carried home half a dozen trophies from international competition in the Cephallonia Cup and the Ionian Regattas, and has given local sailors their first experience in cruising to Italy, Yugoslavia and Turkey.

Bay Area sailors who knew *Dithyramb* or her owner Fred Feied, or anyone interested in seeing a classic boat restored and eventually returned to the Bay Area, are invited to make out their checks and mail their contributions to: Friends of *Dithyramb*, Ionian Bank of Greece, Zakynthos, Greece.

P.S. Fred is interested in hearing from anyone even if they can only offer moral support. He would like to reestablish contact with former students, friends and crew and promises that whatever the difficulties he will restore *Dithyramb* to her former state. He may be contacted directly thru Poste Restante, Zakynthos, Greece, or drop him a line through his local Berkeley letter drop at 1449A Walnut St., Berkeley, CA. The latter takes a little longer but gets there just the same.

— ken, christine, nick, angelica and other friends of *Dithyramb*

Cruise Notes:

"The good news," write Denis and Anita Mahoney of the Lafayette-based Catalina 30 **Irish Lady**, "is that the officials at Hilo, Hawaii's, Radio Bay are still tolerant, friendly and helpful. There's also a Costco on the Kona side near the airport that's bigger than the one in Oakland! The bad news is that we've never seen so many boats — right now there are 22!"

There have been a lot of allegations made that Hawaii is not conducive to active cruising. Thus we'd love to get as much feedback as possible from those of you cruising the Islands this summer.

"We heard horror stories about Gofito, Costa Rica, before we got there, writes Donald Parrish of Camarillo and the Morgan 74 yawl **Big Toy**. "We were told one cruiser broke a tooth on the day she and her husband were to leave the country. Since they'd already had their passports stamped and picked up their exit *zarpe*, Immigration threatened to arrest her if she went ashore to



known in Bay Area sailing circles in the late '70s and '80s as part of Lion Sailing School, and winner of the Singlehanded Farallones

near primitive conditions and against great odds, Greek friends and sailors later succeeded in hoisting her on to a flatbed and

a dentist. They ultimately allowed her visit to the dentist, but only with an armed guard from Immigration!

"While we were in Golfito, another cruiser checked out and then experienced engine trouble while leaving the harbor. They contacted Immigration and were told they wouldn't be allowed to return without a letter from a mechanic. Not wanting to risk a fine or being arrested, they opted to sail to Panama and have the engine fixed there. We've also been told of cruisers whose boats were boarded by armed Immigration officers in the middle of the night 'for inspection'.

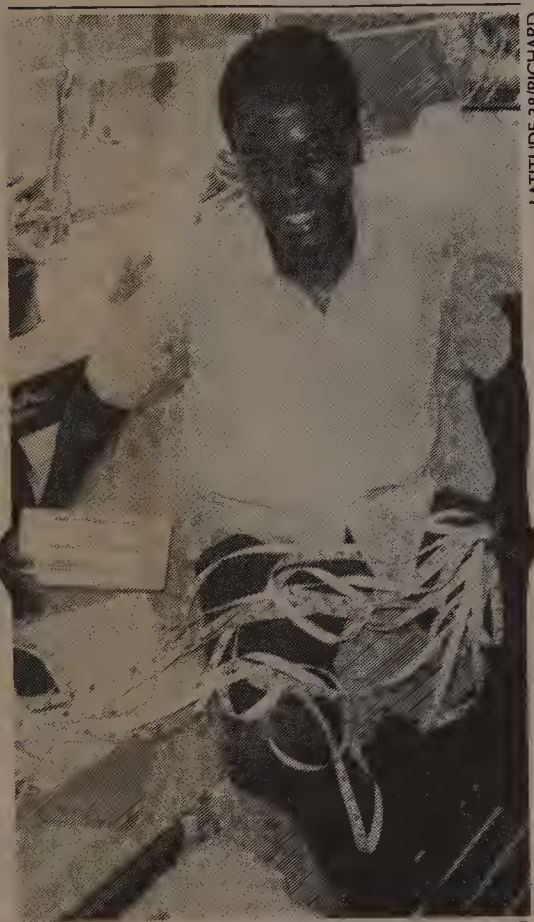
"As for ourselves, we were 'fined' \$100 U.S. because we didn't have a Temporary Customs Import-Export Permit when we checked out. No mention had been made of the need for such a document when we checked into the country at Playa del Coco. We later learned that many cruisers clear at Puntarenas for the sole purpose of avoiding Golfito. Although Golfito is a beautiful anchorage, the officials have made it a dangerous place to stop."

"As has often been noted in *Latitude*," write George and Brenda Milum of the Lafayette-based Mull 45 **Avatar**, "the best part of cruising is the friendships forged with other yachties. During our 2½ years in Mexico, we made more and better friends than ever before — or since. Cruising is very different here on the East Coast!

"When on the Milk Run in Mexico, we'd run into our friends over and over again. We never thought that one day we'd have all gone our separate ways and lost track of one another. We're still in contact with a lot of folks from the '89-'92 years in Mexico, but we'd also like to know the whereabouts of friends such as Chuck & Len on **Solar Wind**, Frank and Sharon on **Symphony**, Lee and Betty on **Golden Eagle**, as well as the folks on **Panda Bear**, **Kokana**, **Night Watch**, **De Boot**, **Tess** and **Sea Hope**. Where are you? Please write us at 104 Cedar Crest Ct., Naples, Florida, 33962.

"By the way," the Milums continue, "we're sure that many SCCA members who insured their boats with the A.W. Lawrence Co. have been shocked at their recent premium notices. We sure were. The quote was double what it had been the year before and the worldwide coverage had been dropped! We'd been quite happy with Lawrence and thus had thrown away the information we had on other worldwide insurers, including a German company called *Pantaenius*. Anybody know how to get in touch with them?"

We at *Latitude* dropped our coverage with A.W. Lawrence about six months ago when they proposed to more than double our premium. Through a U.S. broker we got



LATITUDE 38/RICHARD

Clarence of the Canal Commission with his mighty tape-measure. Once he measures your boat, she's set for life.

coverage with Lloyds. Not only was it cheaper, but it also included a charter endorsement for eight weeks. The moral of the story is to start with local brokers — such as the wonderful folks who advertise in *Latitude* — and shop the market. If you don't like what you find locally, try international. As for *Pantaenius*, we used to see ads for them in England's *Yachting World* magazine all the time, but not recently.

Kelly Livigne of the Vancouver-based **Khahtsahlano** reports that Burns-Philps store — something of a mercantile institution at Neiafu, Vava'u, Tonga — has closed. "When Michael and I were there last October, there was also a Morris Hedstrom store across the street. The Burns-Philps policy was that you had to purchase three of anything you wanted. It was sort of like Price Club/Costco except on ultra miniature scale with immensely limited inventory. We thought we were being really smart when we bought all these frozen legs of New Zealand lamb at 50% off during Burns-Philps close-out sale. But when we got to New Zealand

the Ministry of Fisheries and Agriculture confiscated them for incineration — even though it was Kiwi lamb!"

The closing of the Burns-Philps store created a huge gap in Neiafu because they were the only ones to sell liquor. Commerce and thirst being what they are, we're certain some other outfit has taken up the slack.

"It's amazing how much trouble I'm having getting answers," writes C.J. McCleod of Harrisburg, Oregon, "but I can't seem to find out how much money it costs and what regulations there are regarding a small boat transit of the **Panama Canal**."

You just have to ask the right people, C.J. Although it doesn't make any sense, the Canal Commission treats little sailboats the same as giant cargo vessels. As such, there's nothing like a \$20/foot toll. Instead they make all kinds of inapplicable measurements of sailboats and come up with their version of a Displacement Ton. We don't know what kind of boat you're planning to take through the Canal, C.J., but suggest you figure about \$50 for the one time admeasurement and about \$250 for the Canal toll itself. When we brought the 71-foot *Big O* through last year, it cost \$345 — which included the fee for the pilot. So you can figure it will be less than that.

A young fellow with a long tape measure by the name of Clarence measured our boat. We shared some cold drinks, a few laughs and — in order to save about \$5 in toll — told all kinds of outrageous lies about what the bottom of the boat looks like. Since some ships have paid as much \$150,000 per transit, the Canal Commission won't miss the \$5. The Republic of Panama and the Canal Commission — like drug dealers — use the U.S. dollar as their official currency, so that's convenient.

In order to transit the Canal, you need four lines of 125 feet, four line handlers, strong cleats and a functioning engine. You'll also need cold drinks and lunch for your pilot. The Canal Commission will assign you a transit day and time, and instruct you in which of three possible ways you'll tie up in the chambers. They don't accept requests. Once you get inside a chamber with a large ship, you'll understand why. You and your vessel are tiny to the point of insignificance. Very few sailboats make the transit in one day, so expect to spend one night on Lake Gatun.

While it might be possible to complete everything from the admeasurement to

CHANGES IN LATITUDES

transit in three or four days, we'd strongly suggest taking a leisurely 10 days or so. It's too hot to dash around down there, besides there's much fascinating stuff to see in Panama — not the least of which is the bullet holes left by our invading troops. For complete details, call the Panama Canal Commission in Washington, D.C. or the Director of Marine Operations at (507) 52-4500 in Panama. They'll send you a semi-informative booklet called *Canal Transits For Small Boats*. It's a great trip.

You can look, but you better not touch. A 28-year-old white male was free diving in the British Virgin Islands when he was stung by a **sea anenome**. Fifteen minutes later, he developed a 'vesicular eruption' and severe pain in his back and arms. He was alert and had good vital signs during the 24 hours he was hospitalized. After being discharged, he became progressively weak and lethargic. He was rehospitalized with jaundice and slipped into a coma. He was flown to a hospital in Miami, and despite a liver and kidney transplant, died of a fulminant hepatic failure — basically liver failure. It was the first death ever attributed to a sea anenome.

Sea anemones are coelenterates, of which there are more than 9000 species. One

hundred of them in the phylum cnidaria are poisonous — including Portuguese man-of-war, jellyfish, sea nettles, sea anemones and corals. Sea anemones are found among the reefs and lagoons of south Florida, the Bahamas and the Caribbean — so remember to wear gloves.

"The war is over," writes Geraldo Varado from his Wharram catamaran in **Nicaragua**, "but the economy is in tatters. What a forgiving people, however, as I've found no animosity or distrust because I'm from the United States. I love Nicaragua! The San Juan del Sur anchorage is good, there's no theft, and the cost of living is the lowest I've experienced to date. By the way, I liked *Latitude's* piece on Z-town. You seemed to enjoy it more than I did, but it's too easy to bitch about how things have changed. Moonlight filtering through swaying palms beneath a tapwater shower. All is well here in the Banana Republic. To paraphrase Jimmy Buffet, "You can trust the natives and they trust you."

After a year crossing the Pacific, many cruisers decide that having a hard-dodger could make life afloat much more

comfortable. After all, they afford protection from the sun as well as the spray and cold. Thus it's not unusual for North American cruisers to have a hard-dodger built in New Zealand while they wait out the South Pacific hurricane season. After all, Kiwis are noted for their craftsmanship and — at least for the present — reasonable prices.

But mistakes are made, even by Kiwi shipwrights. Sandy and Rondi Fonwit of the Honolulu-based **Sundowner** sent us a photo of a Peterson 44 with a brand new Kiwi-built combination hard dodger and boom crutch. The unnamed American owner specified that the Kiwi 'chippie' make the dodger high enough so he could stand beneath it. Alas, due to an unspecified error the dodger came out too tall — because the mainsail can't clear the top of the dodger, even when fully hoisted! So they either shortened the luff of the main, lowered the hard-dodger, or chopped the owner off at the ankles.

We'll end this month with some great news. It indeed looks like there will be a **Cruisers' Race to Cabo San Lucas**. It will start from San Diego in early November and will include stops at Turtle Bay and Mag Bay. See this month's *Sightings* for details.

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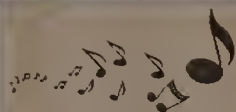
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24 FEET & UNDER

1990 PACIFIC SEACRAFT Flicka, *Sierra Rose*, featured in *Sailing Magazine*, Sept. '93/May '94. Many custom features including: green hull, RF, oversized ST winches, refrigeration, CNG, stereo, central heat. Must see. Asking \$45,000. Broker co-op. Call (415) 931-8955.

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SANTANA 2023C, 1994. Brand new, unnamed. Deluxe interior: opening ports/hatch, pop-top, teak. Roller furling, '94 Mercury 5 hp, '94 trailer. \$16,950. Will deliver. Consider trade for larger sailboat (27-trailerable). (503) 687-9329, lv. msg.

CAL 20, great weekender. Sleeps 4, head, 2 mains, 2 jibs, spinnaker, sail bags, 2 anchors, compass, lights, 4 life jackets, 8 hp o/b Evinrude, new bottom done 2/94. Berthed at Berkeley B dock. Asking \$2,800. Robert, (707) 762-4101.

SAN JUAN 24 (#747). 1978, recent haul 7.5 hp Suzuki. 3/4 oz., 1/2 oz., 170%, 170% drifter, 150% w/reef, 110% blade, 2 mains. Fun cruiser, has won North Americans. Set up for singlehanding. \$9,800. Call (408) 441-1116.

RANGER 24, 1974. Main, 4 headsails and spinnaker, all lines lead aft. Fin keel, 7.5 Evinrude, sink, porta-potti, anchors, sleeps 4, Berkeley berth. A good, sturdy boat but sadly must sell at \$2,000. (510) 524-0750.

21-FT ENSENADA, 1972. '94 tags, '89 25 hp, Merc. longshaft, Trail Rite trailer, VHF, one set sails, new rigging '89, sleeps 4, fully equipped and ready to sail. \$2,200 obo. Kevin, (415) 926-2225.

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SANTANA 22, 1974. #664, new bottom 11/93, new running rigging, good sails. Cabin lights, sink, porta-potti, VHF, Nav-lites, 7.5 Evinrude, stereo, immaculate condition. Asking \$3,800. Call (408) 462-5368.

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BAYLINER BUCCANEER 220, 1980. Race/cruise great weekend boat. VHF, KM, DS; 110, 130, 150, 155, spinnaker, 2 mains; galley package, sleeps 5; Mercury 4.5; Sausalito berthed, many extras. \$3,500. Jim, (707) 539-0515 or (415) 552-7070 ex 52.

SANTANA 20, hull #474, dba *Grumpy Old Men* and/or *Groundhog Day*. Never lost a regatta (never entered any real ones). Freshwater boat until last year; lightly used. White w/ 'Cal Berkeley' stripes. Excellent trailer; new winches; 7 sails. Cool boat - but owners got old and fat, and need a bigger boat. Try \$3,333.33. Rob, (415) 383-8200, ext. 109 (voicemail).

22-FT FALMOUTH CUTTER. *Mijita*. Custom interior, 5 sails, full ground tackle, windlass, liferaft, autopilots, solar panel, generator, GPS/VHF/DS, radar, Avon w/outboard, propane stove, windvane, awnings/covers, porta-potti, 8 hp Johnson Sailmaster, 50 gals. water, more. \$35,000. (714) 733-9008.

ERICSON 23 MK II, #221 (1975). Evinrude 6, Signet depth and speed, VHF, head, sink, main and jib, jib downhaul. Safety equipment, 2 anchors. New covers (main, tiller, winch), much more. Great Bay/Delta boat, inexpensive Vallejo berth. Sacrifice \$2,950. (707) 557-9893.

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SANTANA 22, 4 hp Johnson, main & jib, new running rig, compass, safety gear. Asking \$2,900 obo. British Seagull 4 hp longshaft. \$350. Call (510) 684-9423 lv. msg.

CAL 22, 1987. Roller furling 150, shoal draft, knot log, digital depth, Shoreline trailer, 7.5 Honda, lines led aft, sleeps 4, 4 speaker stereo, fast stable pretty, many extras, excellent 1 owner condition. Berthed Benicia Marina. \$8,950. (510) 736-6003.

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24-FT COLUMBIA CHALLENGER. North sails in great shape, lines led aft, Honda 7 hp, good sailing boat at a price to sell. \$1,800. Call Walter, (510) 651-3627.

CAL 24, 1968. 6 hp Evinrude, re-glassed 1985. Main, jib, genoa. Good condition, Alameda berth. (510) 782-3560, Jim.

23-FT MacGREGOR Venture of Newport, 1992 Honda 8 hp, fresh sails, Origo stove, porta-potti, Navico tiller pilot, shore power, battery charger, 2 batteries, stereo, ground tackle, sail covers, trailer, cockpit table. \$3,500. (209) 948-4575, dys; (510) 684-0768, eves/wknds.

FARR 727 1/4 TONNER completely repainted. Buy now and join the increasingly active 1/4 ton fleet. 17 bags of sails, exc. condition, fun boat to sail. Asking \$12,000. (510) 865-4109, ask for Carl.

SEACROWN, 18.5-FT. Fiberglass, 1977 sloop, with trailer. Retractable keel, cabin, sleeps 3-4. 2 sails, main, jib. Very good condition, clean. Good Bay sailer. 8-ft. dinghy included, with 2.5 hp outboard motor. \$3,200 obo. (408) 488-5078, (415) 948-6467 (Rob).

RANGER 23, 1976. Excellent condition. All lines aft, dodger, epoxy bottom, upgraded gear, teak interior, 5 bags. Classy boat. Asking \$8,000. (415) 775-8879 eves.

CAL 20, 6 hp Evinrude, 2 anchors, Seal's bridge for singlehanding, adj. backstay, 2 class jibs, 150% gennie, cushions, VHF, depth, head, much more. This is a well maintained boat, ready for cruising or racing. \$2,200 obo. Call Joyce at (415) 588-4351.

1974 RANGER 23. Here's a chance to get one of the Bay Area's most popular boats. Loaded with sails w/all lines leading aft. 6 hp Evinrude w/low hours, VHF, safety equipment and much more. \$6,000. Call (510) 443-1927.

LASER. Good condition with licensed trailer, sails, lines, accessories; perfect family fun. Price negotiable. Call (209) 966-2388.

25 TO 28 FEET

ERICSON 27, 1972. Extensive refurbishing last year. Main and 2 jibs. All lines led to cockpit. New Honda 8 hp, long shaft, with 5 amp alternator. Excellent condition. Sturdy, reliable Bay boat. \$13,000 obo. In Vallejo. Rick, (707) 446-4028.

CAL 2-27, 1977. Little used (illness). Farryman diesel, 4 head sails, 2 mains, compass, VHF, KM, (uninstalled new KM, DS, Loran), dual batteries w/ auto charger, auto bilge pump, rebuilt head w/ holding tank, alcohol stove, new fuel tank. Due for bottom paint, sleeps 5 (arguably), cruising & safety equip. Oakland berth. (408) 475-8162.

1982 C & B custom, Mair 28, hull #1 and only, Scoop, great boat, ULDB, PHRF 126, single axle trailer, daggerboard, new spar and rigging, ST winches, great condition, lousy liveaboard. Call for information. Delivery from Long Beach possible. \$16,000. (714) 501-0971.

26-FT INTERN. FOLKBOAT, Swedish built, f/g, full keel, H.D. offshore rig, twin m/stays, 6 winches, all lines aft, epoxy bottom, 7 sails, small o/b, moving. \$5,000 obo. Call for more info. Ed, (707) 644-2474.

JOHN HANNA designed Gulfweed ketch, 28-ft, built 1959, fir over oak, gaff-rigged main, 8 sails, Volvo diesel, VHF, stove/oven, maple/mahogany interior. Sails gracefully on Bay or open waters. Solid and beautiful. Asking \$8,000. (707) 539-3711.

1970 COLUMBIA sailboat, 28-ft, Volvo diesel, fully equipped. \$5,000 as is, a bargain. Freshly painted. Call (415) 956-7002, wk; (415) 358-9256, hm.

OLSON 25. Located in SF, Gas House Cove. Santa Cruz hull #58. Full North inventory. Includes self-tailing Lewmars, 5 hp Nissan, KM, DS, and like new trailer. \$15,000 obo. Negotiable on berth or trailer. Dale, (619) 622-1962.



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CAL 2-27, 1978. Just hauled and ready to go. Don't buy any other 27 footer until you have seen what condition it's in. Atomic 4, KM, DS, VHF. Value priced at \$12,500. (415) 361-2024, w; (415) 692-4099 h.

CAL 25, pop-up cabin model, ready to sail, in excellent condition. Extra winches, clean interior, well kept, extra sails. Johnson 9.9 hp motor. Boat at Pete's Harbor RWC. (415) 365-1721. \$2,000 obo.

CHEOYLEE 25-FT teak Vertue. A classic, proven bluewater cruiser for single or doublehanded. Recent survey. Good sails, spinnaker, new compass and VHF, stove, heater, dinghy, Atomic 4. \$10,000. Charles, (510) 848-2066 dys or (510) 233-3158 eves.

CATALINA 27, 1979. Atomic 4 inboard, traditional interior, Pineapple main and 100% class racing jib, Leading Edge 150% genoa, VHF, holding tank, 4 Lewmar winches, adj. backstay, berth available at Coyote Point. \$7,000. (415) 341-3521.

ISLANDER 28, 1976. Volvo diesel, Loran, VHF, KM, DS, stereo, autopilot. Waste tank system, North main, 110 & 85 jibs. Two speed winches, dual batteries. Teak interior. Sleeps 6, cozily. No blister history. A low, low price of \$13,750. (408) 723-2069.

ORION 27, 1979. Singlehander package, Harken roller furling jib, 15 Yanmar, h/c pressure water, tiller, Avon inflatable. New: GPS, interior cushions, sail covers, windlass, chain, running rigging, depth finder, wiring. Includes pedestal steering option \$35,000 obo. (916) 284-6294, Brent. Located Guaymas, Mexico.

CORONADO 25-FT SLOOP, 1968. Excellent condition, 9.9 hp o/b in well, compass, DS, am/fm stereo, VHF, spinnaker, whisker poles and much more. Price includes San Francisco berth. Asking \$6,500 neg. Must sell. Call Steve, (415) 693-6081 or (415) 771-2111.

BRISTOL CHANNEL CUTTER 28-FT. Launched 1981, original owners, well cared-for. Reliable Yanmar diesel, good inventory. Cruise in style, comfort and security. Asking \$48,500 U.S. For details phone, (604) 537-4698 eves or fax (604) 537-5576. Located on Salt Spring Island, B.C., Canada.

B-25, 1991. Cleanest one on the West Coast. Dry-sailed, covered. Completely equipped. Exceptional performance in the water, or on the highway on her trailer. Moving requires sale. \$23,500. (909) 393-2989.

1974, 26-FT BALBOA fresh water with trailer electric start 9.9 o/b. Solar panel, jibs 110, 150, storm, whisker pole, VHF, KM, 3 sets ground tackle, 2 fuel tanks many extras. \$7,500. (916) 626-5848.

CAPRI 26 1990 Wing-keel, jiffy reefing, KM, depthfinder, VHF, compass, o/b, spinlocks, 150, 100, head sails, spinnaker, whisker pole, alcohol stove, bottom paint, tandem axle trailer. \$24,500. \$20,500 without trailer. Will deliver. Call (916) 784-6718 eves or (916) 632-4325 dys.

CATALINA 25, 1981. Cared for, stays dry when spray flies. Fin keel, main, 100%, new cruising spinnaker w/sock, pole. 8 hp Johnson Sailmaster, dodger, pop-top + tent. VHF, Loran, KM, DS, solar panel, 2 Danforths, life sling. In Alameda. \$8,500. (916) 544-3965.

27-FT CATALINA, 1987. The ultimate trailerable sailboat. Launch & recover at any good boat ramp with the included custom heavy-duty tri-axle trailer. Equipped like few other 27-ft boats: diesel engine, AP, roller furling jib, refrigeration, pressure H/C water, 2 water tanks/35 gals. total, propane system with BBQ and cabin heat. Ample Power electrical system supports the ice making refrigeration with as little as one hour engine time. Extensive canvas. Inflatable (9'6") with 4 hp o/b. Ready to cruise in comfort. Excellent condition. Lots of extra equipment, spares and supplies. \$24,995. (619) 295-3278 or 497-3469.

CAL 2-27, 1976. Atomic 4, hauled 3/94, new standing and running rigging, DS, recent upholstery, opening ports and Racor-fuel filter. Alameda berth. (510) 533-9290, dy; (510) 865-5388, eve. \$14,500.

CATALINA 25, 1985. Fixed keel, excellent condition. Well equipped with proper maintenance & upgrades. North main, 98% jib, (new '91); 110% jib; Lewmar #16 2-speed winches (new '91); Evinrude 8.0 (new '92); VHF; KM; compass. Hauled 3/94. Many extras. \$13,900. (510) 483-3518.

CHRYSLER 26, 1978. Excellent condition. Swing keel, depth, speed, VHF, wheel. Standing headroom, galley, head, sleeps 5. Electric start o/b with cockpit controls. Great Bay & Delta boat. Ready for summer. Must sale now. \$7,500 obo. Call Steve, (510) 634-1623, 294-2654.

O'DAY 27, 1986. New bottom 12/93 diesel inboard. Very spacious interior. VHF, electronics and more. Like new. Excellent condition. Priced below book, \$16,500. (510) 228-2852 or lv. msg.

O'DAY 27, 1976. \$9,987. A nice'n easy sailer, inboard gasoline, wheel, six feet plus headroom, 4' draft. Let's talk a deal, age is nudging me to quick sale. Please call Richard, (510) 682-0798 (Concord) for details. Slipped in Martinez Marina.

SAN JUAN 28, 1980. Yanmar diesel engine, full set of sails: main, jib, genoa, spinnaker. Sleeps 6, wood interior, refrigerator (AC/propane), water heater, 12 volts water pump, 6'2" liveaboard headroom. Custom cover, canvas. Excellent condition. \$19,000. (916) 763-9826, lv. msg.

EXPRESS 27, the best one-design fleet on the Bay. Two suits kevlar sails, new mast, boom and rigging. Roller jib cars and pole lift, curved traveler track, upgraded winches. For sale, \$17,000/make offer. Call (415) 852-9960.

CAL 2-27, 1978. Pristine condition, Universal diesel, 4 head sails & main, compass, VHF, DS, knot log, AM/FM cassette. Last hauled 3/93. Shorepower, battery charger, automatic bilge pump. Sleeps 5, stove, holding tank head. \$16,500. (510) 432-9255.

CATALINA 27, 1982. Diesel, KM, log, depth, VHF, shorepower, dual batteries, Autohelm, full batten-Dutchman rigged main, -1 genoa, 2 jibs, lifesling, electric bilge pump, custom electrical panel, boarding ladder. At Richmond Marina. \$12,000. Call (916) 454-3793, eves. and wknds.

CAL 25, 1968. Great boat for little money. Easy and fun to sail. 10 hp Honda o/b, 2 jibs, spinnaker with pole, new interior paint, new life lines, much more. \$2,900. (415) 665-9135 eves.

CHRYSLER 26, 5 bags, depth, speed, VHF, Loran, stereo, galley, electric water pump, brass fireplace, solar panel, lazy jacks, mast steps, Nissan 8, cockpit controls, sailing dink, berthed fresh water, bottom cleaned quarterly, clean as a pin. \$6,900. (510) 516-2877.

CATALINA 25, 1985. Original owner. Fixed keel, 7.5 Honda, 110 and 90% jibs, VHF, 120 VAC pkg, stereo, Tillerpilot, pop-top, whisker pole, 2 sets ground tackle, swim ladder, BBQ, factory cockpit cushions, inflatable. \$9,200 obo. Call Dave, (707) 553-8963.

PEARSON 26, 1976. Excellent condition, clean inside and out, sleeps 4, VHF, head, 3 sails, 9.9 Johnson, Brickyard Cove berth available, ready to go, must sell, bought 32' boat. Reduced to \$6,000 for fast sale. Call Walt, (510) 682-2580.

28-FT KINGS CRUISER sloop, 1959. Hull #149 AB Telfa Sweden, Volvo Penta engine, full keel, recent haulout, new systems, well maintained, tight, classic beauty in excellent condition. \$4,500 obo. (415) 777-4296.

CORONADO 25 SLOOP, 1969. Johnson 1990 electric start 9.9 hp outboard with low hrs. Roller furling jib, new sail cover, extra mainsail, Autohelm, VHF, DS, compass, aluminum ladder, delta cover, cushions, and much more. Excellent condition. Asking \$5,900. Call (415) 326-9457.

CORONADO 25, 1968. New main, 2 jibs, spinnaker, all lines run aft, new galley, new interior cushions, new rigging, reinforced mast step, Lo. mi. 9.9 Force o/b in well, VHF, knot, depth, nice & clean. \$4,000. Bruce, (707) 526-0492.

CONTESSA 26 SLOOP, long deep keel, outboard rudder, rigged for singlehanded ocean cruising, 5 hp Petter diesel aux. Asking \$10,000. (707) 864-2135.

CAL 2-27, 1976. Excellent, DS, VHF, KM, Autocharge, bilge, re-built Atomic 4 (10 hrs.), new cushions, new int. hull liner, all sails recent and numerous. Spin. pole and rig. Race or cruise for family fun. Great one-des. assoc. \$18,000. (415) 961-2321.

CHEOYLEE OFFSHORE 27. Great condition, 1-owner 1978, Volvo Penta diesel, f/g hull, teak decks, tiller, club jib, galley w/sink, gas stove, head, 2-cabins w/2 quarter berths, V-berth, VHF, knt, dph, berthed San Rafael. \$14,000. (707) 938-8185 dyleve (707) 935-9795.

RANGER 26, 1972. Good condition, a great SF Bay boat, 2 mains, 2 lappers, spinnaker, VHF, spedo, anchor, life preservers, etc. Pulled Jan. '94, survey available. Moving up must sell this one first. \$5,000 obo. Call (415) 627-8986 dys; (415) 391-4816 eves/wknds.

CATALINA 25, 1984. Very clean. Weekend at great San Francisco berth. Fixed keel, Honda 10, main and jib, whisker pole, VHF, depthfinder, knotmeter/log, compass, stove, much more. \$8,900. (415) 668-2874.

RANGER 26, Freedom, in proper seamanlike condition, equipped for Bay sailing or Delta cruising. Enclosed head. Conveniently berthed in the City Marina. Auxiliary power 2 year old 8 hp Nissan outboard motor. \$6,000. (415) 567-9112, eves or lv. msg. during day.

25-FT '78 HUNTER, 3 sails, 10 hp motor, depth and speed gauges, sleeps 5, galley, head, VHF, FM radios, Benicia Marina, reduced to sell at \$6,500. Don, (510) 932-6868 wk; (510) 932-4115 hm.

CATALINA 27, 1971. 6 sail inventory, Johnson 9.9 electric extra-long shaft, compass, Loran, VHF, AM/FM radio, dinette cabin, 6-ft headroom, propane stove, 6 winches, running backstay, spinnaker pole, 2 anchors, safety netting. \$5,990. (510) 838-0124.

MERIT 25, 1981. New K1, main, depth, speed, rope clutches and batteries. 1992 mast. 3.5 outboard, Autohelm with remote, stereo, trailer with storage box, dolly, 95%, spinnaker. Big boat purchase necessitates sale. \$9,500. (510) 832-2707.

COLUMBIA 26 MARK I, 6-ft headroom, BMW inboard diesel - 12 hp with only 450 hrs, nice interior with private head and closet, nearly new sails, Gas House Cove slip. Stereo, VHF, stove, sink, and various instruments. Great anchoring and camping boat for little money - raft, swim ladder, and other extras. Haulout and bottom paint in January. Available August 1. Only \$5,500. Call Tom, (415) 922-2718.

CAL 27, T-2, excellent cond. Yanmar diesel, 168 hrs. hauled 5/94. 5'10" headroom, chem. toilet, control lines led aft. Many sails, 2 spinnakers. Sausalito berth. \$13,500. Jim, (707) 857-3427 eves; (707) 528-6328 dy.

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CAL 28, good condition, well maintained, 5 sails, 2-speed primary winches, reliable Atomic 4, depth sounder, upgraded galley, liveaboard or cruise. Must sell now. \$7,000 or make offer. Call (415) 331-5927.

CAL 25 sailboat, 1969 Jansen Marine, with new 8 hp Evinrude longshaft outboard. Dacron main, club jib and mule jib. Nylon spinnaker, #16 Barlow winches. Asking \$4,800 obo. Will show at Richmond Yacht Club berth. Call G. Logan at (510) 820-1735.

26-FT S-2 fiberglass sloop, with tandem trailer, Yanmar diesel (300 hrs.), enclosed head, 5 sails, pressurized water, Autohelm 2000, boat heater, double life lines, macerator, VHF, depth sounder, knot meter, battery charger, much more, excellent condition. \$16,000. Ken, (510) 935-4086.

CHEOY LEE OFFSHORE 27. Classic, just hauled, Volvo Penta diesel, galley sink, gas stove, head, 2 quarter berths, v-berth, 3 head sails, destroyer wheel, tools, anchors, fully found, etc. \$8,500. Don/Bob, (510) 845-2887 dys.

CATALINA 27. Good Bay and Delta boat. Atomic 4 inboard. Extra sails, radio, depth finder, wind speed, knot meter, extra sails, new upholstery, clean and in excellent condition. Health forces sale. \$9,500. Call Russ, (510) 829-5880.

CAL 25, 1968, a solid boat, ready to go. 15 hp Suzuki. All equipment needed for Bay and Delta sailing, plus extras. \$2,800. (510) 458-1933.

PACIFIC SEACRAFT ORION 27, 1983. *Miladi*, excellent condition. Cutter rigged, Yanmar diesel, Aries windvane, VHF, HAM, DS, radar detector, teak interior, plus more. \$58,500. Write for more info to Sid Vance, 94-1506 Lanikuhana Ave. #582, Mililani, HI 96789.

CATALINA 25, 1980. Swing keel, pop-top, 170%, 90% club footed, full batten main, 2 anchors, new running rigging, whisker, 10 hp Honda, VHF, DS, knot meter, galley & head, freshwater boat since new. \$8,700. (209) 339-4418 dys; (209) 334-3021 eves.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions. 8,500 lbs for \$1.41/lb. Myron Spaulding, (415) 332-3721.

'79 ISLANDER 28, New; wheel, rigging, Harken roller furling. All teak Volvo diesel 360 hrs, great shape. Too much to list. \$18,500 obo. 332-1616. Must sell.

27-FT ERICSON. 1/3 share. Well maintained and managed with easy-going partners. Docked at South Beach Marina. Re-built Atomic 4 engine. Sleeps 5. Enclosed head. All lines lead aft. \$2,500 obo. Call Don, (415) 380-9365.

USA 25, 1993 J/80, lightly used. 2 sets Sobstad sails, one set has been used for one race. Includes trailer, motor & upgraded running rigging. Boat has sail handling option: interior upgrades. \$29,000. Call Dave, (510) 523-9411.

1961 25-FT CHEOY LEE Pacific Clipper in excellent condition. All teak, beautiful lines, copper riveted, Atomic 4 engine, teak decks. Stable comfortable Bay boat, safe roomy cockpit. \$25,000 invested in last 18 months, sell for \$8,500. Recent survey. Robert, (415) 332-5206.

C & C 27, 1975. Repowered with 2 GM Yanmar diesel. Hood system 3 roller furling including 2 jibs, multi-purpose sail, and spinnaker. Wheel, depth, KM, VHF, compass, Barient winches and holding tank. A clean and well maintained classic. Call (608) 752-8740.

ATKIN-DESIGNED classic gaff cutter, 27-ft LOA, built by Dean Stephens, Mendocino, launched 1981. Fir on oak, Honduras mahogany cabin, ironbark keelson. Interior fir, pine, walnut, teak. Full keel, lead ballast, Volvo diesel, varnished spruce spars, tanbark sails, new rudder shaft '91. Cozy interior with sitting headroom. A very dry, solid, sea-kindly and beautiful traditional pocket cruiser. Full canvas cover. Located Sausalito. Asking \$13,500. (415) 332-9231.

CATALINA 27, 1978. Featuring teak interior, two bronze port lights forward, alcohol stove, enclosed head, phone and shorepower hook-ups. Sleeps 6. 6'1" headroom. Atomic 4 inboard. Lots of gear. Great condition. Best offer over \$9,500. (415) 331-2044 (or try 331-0244).

25-FT 1983 MERIT SLOOP. Sails include 90, 120, main, spinnaker (extra main and storm jib). 5 hp Nissan. Self-tacking jib. Very clean. As is \$7,000 obo. (510) 531-9290 hm; (415) 403 6949 wk.

NEWPORT 28. Beautiful condition. Atomic inboard, tiller, head, shower, stove, sink, 3 sails, 2 iceboxes. VHF, DS, KM, stereo, teak interior. Fast, clean, comfortable sweetheart of a boat. Moving. Sacrifice \$10,500/offer. (415) 566-3359 message.

CATALINA 27, tall rig, 1974, modified for cruising, Mexico vet, documented, trailer, vane gear, 11 sails. AP, opening ports, kerosene stove/heater, Honda 9.5 rebuilt 1993, windlass, 60 gal. water, more. \$9,500 obo. Call (415) 960-3450 w, (415) 962-0477 h, Greg Cook.

CATALINA 27, 1981. Immaculate. Dinette, new upholstery and curtains, custom teak interior, new Signet D/S, compass, new batteries, shorepower, new solar vent, VHF, stereo cassette, furling jib, adjustable backstay, ladder. Atomic 4 just gone through. \$12,500. Bethel Island, (510) 684-9619.

25-FT PEARSON ARIEL. A great boat that's hard to find. Full keel, built-in head, battery charger, etc. Rebuilt 7.5 hp Mercury ('80). Outboard w/o hours. All for under book value. Don't want to, but must sell. \$7,000. Call (510) 443-1927.

CATALINA 25, 1989, show room condition, traditional interior, wing keel, tall rig, custom mast step system, 9.9 Evinrude outboard, lake sailed, fully equipped, custom 10,000 lb. Zeman trailer. \$21,000 includes trailer. (916) 663-1595.

29 TO 31 FEET

ERICSON 30+ SLOOP, unique San Francisco special edition. Expertly equipped and maintained by Merchant Marine engineering officer/original owner. Harken roller furling, 4 sails including spinnaker, dodger, auto pilot, GPS with remote cockpit display, Loran, VHF, refrigeration, Sony stereo/tape/CD, and many more extras. \$35,000. (510) 523-3708.

ETCHELLS. The fast boat you want in the most competitive fleet in the Bay. New mast, faired fins, many sails, well managed sail card, full cover, 2 axle trailer. Lots of everything in top condition. \$18,000. Dave, (415) 365-8972.

PEARSON 30, 1974. Loran, depth sounder, sum log, VHF, 3 sails, new genoa, wired for 115V, 2 deep cycle 12V batteries, Atomic 4, teak cockpit coaming, drop boards and interior trim, excellent condition, good family cruiser. \$16,900. (510) 675-4566 dys; (415) 345-9194 eves.

30-FT PEARSON. Beautifully maintained. New bottom, Awlgrip topsides/cabin, nonskid. 16 hp diesel. All standing & running rigging replaced. Excellent sail inventory, dodger, Barient S/T winches, AP, SL windlass, Loran, instruments, stereo, propane, diesel heater, Ample Power charging. \$26,500 obo. (415) 331-3037.

CATALINA 30, 1979. Wheel, roller furling, self-tailing winches. Completely upgraded/remodeled in 1990. In September 1992 the mast was completely re-rigged, re-wired and re-wrapped and L.P. painted, bottom inspected and painted. Immaculate and ready to enjoy. Looks like a very clean, modern 1990's boat inside and out. New: diesel engine, CNG stove/broiler, gauges, wiring, complete pressure hot water system, counters, carpet, upholstery, VHF, Loran. Over \$50,000 invested. \$27,950 obo. (415) 331-6022 lv. msg.

GOLDEN GATE 30. Full keel Chuck Burns, coastal/bluewater pocket cruiser. 6 sails, Monitor vane, VHF, Loran, DS, knot, wind, 2 compasses, LNG stove, etc. A great cruising yacht. Asking \$23,000. (510) 254-8338 eves.

ETCHELLS 22, great Bay fleet, this boat has new sails and new LPU. Asking \$8,000 obo. Call (510) 236-6633.

TARTAN 30, 1979. Fully equipped for single handed sailing, with all lines led aft to ST winches, Harken roller furling, Autohelm. Diesel powered. Never raced, excellent condition. Reduced to \$17,900. (510) 527-3507.

J/29, 1983. Equipped for ocean and Bay racing. Fast and fun. Race winner one design and PHRF. SF City berthed. \$19,500. (415) 961-3300, dys.

30-FT HUNTER customized sloop, extensive cruise-equipped and single-hand ready. Inspired sensible cruising: the Thoreau approach. Excellent condition. Located Abaco Bahamas. USA documented. Delivery possible. \$45,000. (804) 868-0437 or (804) 526-7119.

CAL 29, '74. Very woody inside (all teak). New main, KM, DS. Comes with great slip at Marina Green. Ocean worthy, great for Bay & Delta cruising or racing. I'm leaving for Israel Will take \$15,000 firm. Simon, wk: (415) 955-3861; h: 398-6908.

SAN JUAN 30, 1977 racer/cruiser, good cond. 10 sails, 7 winches, hyd. backstay adj. new mast & standing rigging, epoxy bottom. VHF, DS, KM, wind inst. & compass, head foil, lines led aft. Cockpit cushions, Delta cover. \$17,800 obo. Jim, (415) 435-9654.

NEWPORT 30 II, 1980, Yanmar diesel, T-cockpit, tiller, roller furling jib, spinnaker, propane Force 10, teak/holly sole, Metzler inflat., located Alameda, owner moved to Tucson, \$18,700. Call George in Berkeley, (510) 843-9417.

YAMAHA 30-FT, 1980. Excellent condition SF berth-dodger, lexan ports, wind instruments, Loran VHF, stereo, spin. gear, 5 sails. Yanmar diesel rebuilt 1991. \$25,000. Will consider trade into larger boat. John, (415) 824-1856, after 7 pm.

'82 CATALINA 30, excellent condition, many extras, tall rig, new engine only 29 hrs, priced to sell. (415) 381-7316 day; (415) 332-3372 eves, Ken.

CAL 31. Excellent condition interior & exterior like new. Must see. Roller furling jib. Dodger Delta cover & screens. Rigged for short handed sailing, wheel, VHF, wired for stereo gas stove w/oven, pressure water, Volvo dsl, Signet Smart Pac electronics. Hauled, new paint. \$30,500. (510) 829-8676.

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CATALINA 30, 1984. Pristine. Showcase interior, carpet, refrig., 2 brn/oven CNG, h/c pressure water, shower. Loran, VHF, AM/FM/cass. New - auto chg., sys., 2 gel batts. Roll fur 110 & 150. Autohelm 4000, KM, DS, diesel. \$33,500. (408) 270-4884.

CATALINA 30, 1982. Tall rig, spinnaker, wheel steering, Atomic 4, gel cells, new interior, fresh water boat until 91, epoxy bottom, sharp. Check this out first. Moving, must sell. \$18,500. Bob, (916) 773-1288 dys; (916) 985-4661 eves.

29-FT KETCH. Fiberglass over strip-planked mahogany. Low hour Yanmar. Wheel steering, new rigging. Genoa and spinnaker, inflatable, VHF, stereo, knot/depth meter. 5'10" headroom, enclosed head, large cockpit. Very nice boat. \$12,000. John, (510) 523-0666.

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ISLANDER 30 BAHAMA, 1980. Volvo diesel, VHF, wheel steering w/Autohelm 4000, Digital depth sounder and knot log, Loran, pressure water, battery charger, stereo w/inside, outside speakers, stove. Asking \$22,500. (415) 984-2000 dy; (415) 332-3938 eves. Ask for Jerry.

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32 TO 35 FEET

32-FT WESTSAIL, 1977. Cutter rigged. Absolutely Bristol condition. Hauled, painted, surveyed 1993. Regular professional maintenance. Upgrades 1993/4 incl. rigging with ProFurl, Kern sails, batteries, dodger & all canvas, head and tank, stereo, inflatable & o/b plus much more. Full electronics & instrumentation. Volvo 3 cyl. diesel, 4 anchors, heavy tackle. Extensive gear list. \$58,500. (310) 821-3862.

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HUNTER 33, 1981. Roller furling, Yanmar diesel, wheel steering, VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, head, charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$33,000. (415) 461-7147.

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1967 BRISTOL 32-FT, \$9,700 obo. 75% complete, new: mast, rigging, wiring, propane stove/oven, cushions, floor, mainsail, 2 cyl. Yanmar 50 hrs. Needs jib, cockpit & deck paint & misc. hardware. Owner, Scott (508) 759-7367 or (510) 521-1929.

C & C 33 MK II, 1988. Excellent condition. Diesel, Quick Vang, Harken roller furling, WS, WD, KM, log, depth sounder, stereo, full batten main, 3 headsails, wheel, lines lead aft. She is a beauty. \$79,500. (510) 521-7997.

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36 TO 39 FEET

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HUNTER 36, 1985. Furling jib, Monitor wind vane, microwave, T.V., dodger, h/c pressure water, nice boat. \$44,000. (707) 963-2125.

O'DAY 37, '80. American made fast cruiser, center cockpit, aft cabin. 2 heads w/hot & cold showers, sleeps 6 adults in comfort. Low time on Westerbeke diesel. Well equipped with new Autohelm pilot, VHF, Loran, SatNav, DS, speed and log, self-tailing winches, 4 sails, propane stove w/oven, automatic battery charger, whisker pole, 2 anchors with chain and rode, electric windlass, stereo, wheel steering. All maintained in excellent condition. \$42,500, offer. (916)371-6455.

MORGAN 382. Ted Brewer design with Harken furling jib, cabin top halyard and reefing system and center cockpit traveler. Roomy interior with VHF, stereo, Loran, stove, refrig., upgraded batteries, solar and shore charger. Great for SF Bay and coastal cruising. \$55,000. (415) 328-2408.

'81 UNION 36, cruise ready or Hawaii vacation home. Nothing to do or to add. Has it all, and everything in perfect condition. Many upgrades and accessories. Must sell. Cost \$125,000 with new refit. Sacrifice at \$88,500 or offer. Call (808) 395-6251.

CHEOY LEE 36. Center cockpit cruising ketch. Luders Midshipman design, very spacious, great aft cabin, great liveaboard or Delta cruiser, 2 heads, 50 hp 4-108, inflatable and sailing dinghies, davits, 110v charger, frig. & water heater. \$57,500. (415) 389-6121.

40 TO 50 FEET

HARDIN 44 KETCH, center cockpit, Perkins 4-154 diesel, freezer, AP, good ground tackle. Beautiful custom teak interior. Fast under sail. Motors at 7+ knots. Proven Mexico vet. In dry storage. Must sell. First \$94,000 gets her. (619) 421-5008 eves.

40-FT VALIANT PILOTHOUSE, 1980 by Uniflite. Better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard w/one stateroom and big salon. Amenities include: Wood-Freeman AP, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - one of the finest if not the best cruiser in the NW. Call for picture and specs. Asking \$150,000. (408)371-0180; (206)564-1221.

WESTSAIL 42-FT Crealock designed world cruiser. Center cockpit, cutter rigged. Well maintained and liveaboard ready. Must see to appreciate. Presently moored in Sausalito Yacht Harbor. \$95,000. Call for brochure and appointment. (415) 331-3022.

CHEOY LEE, OFFSHORE 41 ketch, Ray Richards design; customized for world cruising; comes with everything from Henri-Lloyd foul weather gear to spare parts, and backups to backups including forestay, jiffy reefing, refrig, large chart table, Givens, Class A EPIRB, solar panels, davits, dinghy, o/b, rack and pinion steering, Perkins 4-108, new 1986, expanded battery compartment with 2-200 amp hour batteries, AP, emergency generator, full awnings, dodger, Gas Systems stove, natural gas and propane and High Seas medical kit; 5 page equipment list. Recent survey; beautiful. \$75,000. (805) 569-5225.

MUST SELL 47-ft Rhodes motorsailer, 1972. Fully loaded, great liveaboard, spacious interior, central heating/air conditioning, complete kitchen, full size shower & facilities, twin diesel Perkins & generator, flying bridge, ideal ocean cruiser, 800 gal. diesel, 350 water. \$98,000 obo. Chris. (415) 366-7044.

1986 HANS CHRISTIAN 43. Performance cutter. Fully equipped; furling, GPS, SSB, VHF, Loran, AP, TV, VCR, solar, dodger, quad cycle, dual reefer/freezer systems, engine spares, etc. Perfect condition. \$165,000. No brokers. Call (714) 740-7730 or fax (714) 740-7740 for more detail.

CHEOY LEE 43-FT motorsail cutter rig presently in La Paz equipped for world cruising. Ford/Lehman 120 hp diesel (800 hrs) & 600 gal tank provide 2000 miles range. Large galley, main salon, 2 heads/showers, 3 private staterooms. Refrigeration, 6kv gen, new ProFurl, electric windlass, full ground tackle, much more. Asking \$135,000 will consider all/part RE and/or MH in trade. For more info., brochure, equipment/spares list, write: D. Johnson, Box 355, Crestline, CA 92325 or call/fax (6 rings), (909) 338-2874.

SANTA CRUZ 50 Mark II, fastest of all the SC 50's. See results midwinters, Yachting Cup, features open transom, deep keel, tall mast, Ockam instruments, full compliment of sails, new wiring, refrigeration, SSB, weatherfax and extras. \$198,500. (619) 222-4002, (619) 232-3057.

50-FT KETCH, ferro cement, Samson design, main diesel, 6kw generator, 3.5 CFM diving compressor, 15 hp o/b, 11-ft dinghy, recent haulout, 3-cabin design, 2 heads, 2 showers, 3-burner & oven, propane stove, refrig. \$40,000. Call (714) 662-3408.

CAL 40. Comfortable, quick sailing sloop. Large sail inventory. BMW marine diesel (like new) w/ 180 amp Balmar alternator, stainless propane stove, 12v marine refrigeration, forced air, diesel fired (Espar) heater, Autohelm electro-mechanical self-steering. Monitor mechanical self-steering, 21# Danforth, 35# CQR anchors, 200' BBB anchor chain, anchor windlass with wildcat, deck wash down pump, VHF marine radio, dual compasses, Datamarine DS with remote (cockpit) readout, 50 amp marine battery charger. \$49,000. Steve, (707) 646-6018 dys; (707) 451-3318 eves/wknds.

42-FT STEEL COLVIN, gazelle hull, center cockpit, 6 coats epoxy primer, bottom painted, integral fuel tanks, motor mounts, full cockpit, aft cabin, hatches, stuffing boxes, stainless pulpits, stanchions, bulkheads hand rails, pumps, etc. Including massive trailer to haul away. \$15,000. (510) 651-3627, wkdays after 5 pm.

41-FT FORMOSA KETCH 1970. Perkins 4-107, all new paint. New wiring, RF jib, refrigeration, AP, basic electronics, LP stove, teak in & out, much more, ready to cruise/liveaboard. Two boat owner. \$49,000. (310) 316-3958.

JEANNEAU 45 SUNKISS 1984. Great liveaboard, performance cruiser. Newly rebuilt Perkins 4.108, roller furling, full batten main, propane, refrigeration, Autohelm, 3 staterooms, teak interior, 2 heads. Move to New Mexico forces sale. \$89,000. (505) 351-4683 eves.

FRANS MAAS DESIGNED and built Standfast 40, beautiful, highly customized, extremely strong, comfortable, fast, bluewater yacht in pristine, go anywhere condition. Extensive quality equipment. Immaculate. April '94, survey available. Brochure. Asking \$112,000. Located East Coast. Call (203) 762-9209. Anxious.

HANS CHRISTIAN 41. Ocean ready, Mercedes 72 hp diesel, Harken furling, headsails, reefer/fridge, Autohelm 7000, full B & G, SatNav, SSB, Loran, radar JRC weatherfax, Nilsson 3000 windlass, storm sails, cruising spinnaker, Switlik raft. Professionally commissioned & maintained. Sausalito. \$185,000. (415) 331-6234.

COLUMBIA 45, 1973. Spacious and clean liveaboard/cruiser. '90 rebuilt 45 hp Perkins diesel. Roller furling main/jib. TV, microwave, refrigerator, propane hot water. Walk in shower. Avon dinghy/davits. New batteries. More. Reduced to \$59,900 firm. (510) 814-9755 h; (510) 420-4843 w.

46-FT GARDEN KETCH, 1973. Fiberglass hull, teak decks, Data Marine Link 5000, inverter, refrigerator, freezer, fireplace, microwave, 3 burner propane with oven. 7 sails, halon, electric windlass, autopilot, 80 hp diesel. Aft cockpit. Bristol. (415) 883-7962. \$102,000. No brokers.

44-FT NORWEGIAN CUTTER completely rebuilt. Call for information. \$30,000 firm. Russ, (415) 584-6986, 6 pm.

CUSTOM 43-FT Mull design sloop, 1974. Two cabins, extensive sail inventory, fiberglass hull. Beautiful teak interior, new cushions. Ocean going racing design. Well maintained. Sexy, comfortable and fast. \$90,000. (415) 780-3785, lv msg.

1982 AMOR 40, >13 ton, f/g sloop, large interior, liveaboard slip closest to Silicon Valley. Radar, Loran, VHF, etc. Reduced to \$74,000. Call (415) 728-9435, (415) 691-3386 dy.

'84 DUTCH-BUILT KOOPMANS 43-FT, Siemens steel center cockpit, Seldon cutter rig, beautiful interior, water tight bulkheads, just painted tops & bottom, overhauled Volvo MD30A, new house batteries, AC/DC system upgraded, electronics, four anchors, steering vane, cruise ready. \$142,000. (619) 429-9144.

NEWPORT 415, 1981. One owner, excellent condition, race/cruise, 9 sails, recently rebuilt engine, new bottom, fast. \$49,900 obo. Call Alec, (619) 436-3086 hm or (619) 631-6533 wk.

TARTAN 41, 1975. Well built fast, stable, high quality Swan like fiberglass S & S design racer/cruiser. New propane stove, battery monitor/charger, Hi Sea's diesel heater, water purifier, stereo, VHF, 9 winches, 6 sails, diesel. \$45,500. Call Ed at (415) 742-8393 w; 728-5067 h.

90% COMPLETE 44-ft Bruce Roberts design steel boat with 70 hp diesel. Aqua drive and vee drive with stainless prop and shaft. Ketch or cutter rig. It is on a steel cradle and ready to move. Best realistic offer. For a picture and complete description, send a check or money order for seven dollars to Joe Kalvelage, 7133 Munson Drive S.W., Olympia, WA 98512. Shown by appointment only - no exceptions.

42-FT CAMPER AND NICHOLSON, 1974 center cockpit ketch, 85 hp Perkins, furling, SatNav, Loran, radar, life raft, watermaker, dinghy, etc. \$112,000. Located in Cabo San Lucas, Mexico. Available for adoption due to long sad story. Fax 011-52-114-32663 for info.

OFFSHORE 41 BY CHEOY LEE, 1978, tri-cabin layout with circular dinette, huge cockpit, refrigeration, LPG stove/oven, diesel heater, Perkins 4-108, alpha pilot, Maxwell electric windlass, ProFurl, custom traveler, dodger. \$68,000. Call for brochure. (707) 579-4298.

42-FT ALDEN MOTORSAILER, 1935. Rebuilt Caterpillar D320. 1200 mi. range. Refastened 1985. New interior, 90% restored. Panama Canal vet. Great for liveaboard, Mexico, North West. \$40,000. (415) 364-9826.

GULFSTAR 43-FT KETCH, 1976. Center cockpit, GPS, Loran, VHF, wind speed/point, Perkins diesel, clean, well equipped & maintained, great cruiser and/or liveaboard. Includes Achilles dinghy, 6 sails, dodger. Great Bay/ocean boat. Made in U.S.A. Call for spec. sheet. \$89,500. Call Jim, (510) 254-5653.

MASON 44, 1988 like new condition. 400 hours on Yanmar diesel. Well equipped: radar, B & G electronics, inverter, stall shower. Two double staterooms. New bottom paint and varnish. Elegant, seaworthy. No brokers. \$215,000/offer. (310) 457-4477.

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44-FT STEEL CUTTER, cruising boat, USCG documented, aft cabin, center cockpit, Ford Lehman 100 hp diesel, 60 hrs, Velvet drive, hydraulic steering. Needs interior finish and mast. \$22,000 obo. (408) 732-8661.

CT 41, center cockpit ketch, one of 6, 60 hp Isuzu, 120 gal. h/c pressure, AC refer, propane stove, solid dodger. Will take trailer sailer as part pay. Liveaboard berth, Bay area location. Call (916) 596-3613, (510) 228-1662 lv. msg. P.O. Box 253, Martinez. Motivated, \$70,000.

HARDIN 45, 1981. *Valhalla*, center cockpit, documented liveaboard/cruise-ready ketch. Radar, Loran, SatNav, hailer/fog horn, autopilot, SSB, stereo and speaker thru out, EPIRB, elect. windlass, 4.5 kw generator, 4 anchors w/300 ft. chain, wood stove, propane stove. Call Chuck, South Bay, (415) 875-3495, North Bay (707) 544-7934. \$125,000. Condition - excellent.

40-FT HUNTER LEGEND, 1986. Beam 13'5", fin keel, draft 6'6". Yanmar 44 hp diesel (350 hrs.), Loran, VHF, 2 depth sounders, knot meter, wind instruments, stereo, 4 batteries. Manual windlass, 2 anchors. Wheel steering. Roller furling, self-tailing winches and line stoppers. Dinghy davits. New stainless steel water heater w/heat exchanger. Refrigerator (110 and 12 volt) and ice box. CNG stove, 2-burner w/oven. Sleeps 6, queen berth in aft cabin. 2 heads w/showers, 1 electric toilet. Day-nite solar vents. Bottom professionally cleaned monthly. Location: Wilmington, slip available (including liveaboard). Motivated seller. \$79,500. (213) 229-2024 or (310) 518-5749.

47-FT SLOOP, S & S, one of the SF Bay's most beautiful and well-constructed wooden yachts; to see her is to love her. Sleeps 7, large cockpit, autopilot, electronics, many sails. 2 boat family. Must sell or partner. \$48,000 obo. 331-0907.

51 FEET & OVER

SPENCER 53-FT center cockpit cutter, KM, DS, AP, roller furling jib, GPS new gel batteries, 1800 watt inverter/charger, Isuzu diesel, 10' Avon with o/b excellent liveaboard cruiser. \$99,500. (206) 778-5179.

1986 STEEL COLVIN junk rig schooner, 52' L.O.D. Excellent cruiser/comfortable liveaboard. 85 Perkins diesel, Grunert freezer, AP, watermaker, radar, S.S. radio, priced for quick sale. \$98,000 obo/land trade. Call (619) 222-1664, fax (619) 222-1797 or (916) 938-4773.

SACRIFICE, builders dream boat. New 60-ft custom built wood schooner. Near completion, \$80,000. Over \$80,000 in materials alone. Heavily built, lots of hardwoods, materials to finish, see to appreciate. Located in San Francisco Boat Yard. Partnership possible. (408) 267-7095.

STEEL KETCH MOTORSAILER 52-ft O.A. by VanDam, Holland 1972 in seaworthy condition. Comfortable cruising and liveaboard in private accommodations. Excellent berth and facilities in Puerto Vallarta, Mexico. Priced to sell at \$160,000. Fax no. 52-322-10260 MS/Y Jan Broer.

53-FT SAMSON SEALORD for sale. New 6 cylinder Hercules diesel engine. No masts, fireplace. Makes a great 2 bedroom home. \$25,000. I will partially trade for motor home. The rest cash. Call (415) 459-2662 eves.

60-FT CLASSIC FIFE design, steel cutter, beautiful '38 DeVries built, racer/cruiser, *Jonathan Swift*, 6'2" headroom, 3 cabins, sails, Forespar mast, 60 hp diesel, major hull/deck work done. Needs electrical, plumbing & carpentry work. Restore \$150,000 value. Dry dock, \$45,000. Owner, (707) 823-7205.

CLASSICS

MUST SELL Classic 54-ft Howard Chappelle corsair auxiliary schooner. Geisse Boat Works. 40 hp Pisces engine. 60 gal. fuel consumes 1/2 gal/hr. 50 gal. water. Self-bailing cockpit, cockpit dodger, propane, refrigerator, fireplace. \$25,000 obo. (415) 366-7044.

1925 HAYSCOW SLOOP. Anderson, Cristophani built. Excellent liveaboard. Very charming. 1912 Hickens engine. (916) 832-1802.

40-FT CROCKER CLASSIC CUTTER. *Jinker*, well known, strongly built, fast, beautiful. Good condition. San Francisco, CA. \$49,500. Call for spec. sheet. (707) 573-9430.

ACORN NO. 7 Doray, built 1944, 19.5' sloop, P.O. cedar on oak, teak deck, cabin, cockpit. Hull very good, standing & running rigging work but need work. \$1,200. Call (518) 861-5392, 6/15 boat is still for sale.

POTENTIAL WORLD CRUISER. 35-ft classic wooden sloop. In good condition. Recently overhauled, new engine, new sails & fresh paint. Needs caring new owner. \$18,000. Fred, (415) 388-8627.

MULTIHULLS

31-FT SEARUNNER TRIMARAN. A-frame professionally built 35 hp O.M.C. inboard all new sails just painted top and bottom, no work needed, brand new boat, must sell. \$17,000 obo. (408) 425-5554. Ask for Mike.

WANTED: Large liveaboard production cruising catamaran "bargain of the century." If you have a miracle deal, please call and leave a message for Firefighter Dave at (408) 847-2927.

GEMINI 3200. Late model by owner outfitted and improved for long distance cruising, Hawaii and West Coast delivery available, great liveaboard. Photos, inventory, technical information and pricing on request. (714) 498-3776, (619) 286-9264.

36-FT CROSS TRIMARAN, professionally built 1970, fully equipped (sails, radios, nav. equipment, dinghy, AP). Hull surveyed and painted 4/93. Volvo diesel. Loc. Puerto Vallarta. \$30,000. Chris Ciullo, Box 213, Redway, CA 95560. (707) 444-1161 (mobile phone).

46-FT CROSS TRIMARAN. First time offered. Fully equipped cruising/charter. Very sea kindly. New paint top, bottom. Sleeps 8-10 queensize, 2 freezers, refrigerator, RO watermaker (18 GPH), hydraulic steering inside, outside, S/S rigging, radar, GPS, auto pilots, radios, more. \$140,000. (619) 420-4889.

19-FT NACRA 5.8 catamaran 1983, with heavy duty, freshly painted trailer, beach dolly, cat box, 2 trapeze harnesses, USCG package, Dacron sails, all Harken blocks, Ariba hiking stick, wet suit, many other extras. In great condition. \$2,650 firm. (415) 455-8913.

MULTIHULLS. 36' X 20' Nacra racing cat w/ trailer, \$45,000 new, only five in existence. 25 knots plus with 50' mast. Best offer over \$16,000. Trimaran Farrier 20-ft daysailer. Looks like F/27 without cabin, w/trailer. (702) 746-1890, Reno.

30-FT PIVER CRUISING TRIMARAN. 6 solar panels, watermaker, GPS, autopilot, diesel, depth sounder, VHF, short wave radio, new wiring & paint. New main with Dutchman system, 6 sails plus lots of gear and spare parts. \$20,000/neg., without cruising gear. (415) 258-0417.

WANTED: 40-FT + TRI OR CAT. Prefer Brown or Marples design. Constant camber projects considered. Call (415) 924-7159 eves, days. Please leave msg. Out of state, okay, too.

HOBIE CAT 16-FT catamaran, 1975 (yellow) good condition. Included in the purchase price is a trailer, 4 life vests and trapeze. Seller motivated. \$800 obo. (510) 735-7632.

F/27, 1993, #357. Ship shape; well-maintained and moderately sailed, at Harbor Sailboats. Mylar main and furling genoa. Tridata, Loran, VHF, stereo. Marine head, antifouling paint. 8 hp outboard, trailer. \$64,900 obo. Call Kurt, (SD, CA). (619) 291-9568, or (800) 854-6625.

POWER & HOUSEBOATS

28-FT CHEOY LEE trawler, built 1979, 1,700 mile range @ 5.5 knts, Ford Lehman diesel, Northern lights, genset, AP, Loran, ElectraSan, radar, bimini top. Force 10 heater, aft deck cover, the works. Asking \$32,500. (510) 236-8399 anytime.

36-FT CHRIS CRAFT '61, boatyard restored, twin 427 Cobra engines, low hrs., clean & ready to go. New teak decks. Refastened. \$15,000. Call (510) 236-6633.

46-FT CHRIS CRAFT, Aqua Home, FG, '69, yes. The World Famous "Dock Potato" is for sale. Absolutely, the best of these you will find. Pacific Vet (Catalina). New Awlgrip over West Epoxy topsides. New 350's. Radar Arch and removable teak window trim added. Genset, AP, 20 gal heater, TV/VCR/stereo, custom interior. Mirrored ceiling in aft cabin for erotic encounters. Paternity suits force sale. \$49,000 or trade for world cruiser 42-ft plus. (619) 454-1171.

BOSTON WHALER 1993, 9-ft. tender, 4 hp Johnson. Used once, like new. \$2,500. Call (510) 786-1881 dys; (510) 278-4787 eves.

56-FT HOLIDAY MANSION, 1976 houseboat, twin 318CI Chrysler 7.5 kw generator, clean survey. Excellent 16 kts perfect liveaboard, washer/dryer, cable T.V., phone, micro compacter, central vac, more. Just renovated for \$20,000. Financing \$69,000 best offer. Answering at (510) 634-7157.

43-FT STEPHENS TRI-CABIN motoryacht, 1931 classic built for the Stephens family. New holding tank, hot water heater, microwave, toilet, shower and refrigerator. Also all new plumbing and wiring. Two strong diesels with fewer than 500 hours. Two heads, working fireplace, open aft cabin facing the channel. Much light and sense of openness. Very quiet, serene setting. Exterior very rough, interior needs finish. Seller victim of contractor fraud and must sell immediately. \$20,000 obo by August 1. *Huntress* is located behind Margaritaville, end-tied (but one) on last slip of south pier. 332-9038 or 381-1425.

32-FT POWER CRUISER, 1940. Mahogany on oak. Surveyed April '94. Hull excellent, new windows and epoxy decks, norot. Beautiful liveaboard, solid enclosed rear deck, unbelievably spacious. Project boat, great potential. \$4,000 obo. Must sell. Jim, (415) 664-8811.

35-FT KNEASS CLASSIC 1940 motor yacht, beautiful Sausalito slip. Twin Chrysler crowns, davits, dinghy storage, wood stove Paloma, new bilge pumps, 12v panel/charger/wiring, fly bridge, new water tank, propane stove and microwave, built in refrigeration, more. \$23,500. (415) 331-1622.

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36-FT VIKING, 1964. Wood hull in excellent condition. Recently hauled and painted, new shafts and props, twin V8's in good condition. Full canvas, fly bridge berthed at Fortman Marina. #40. Possible trade or finance, a real bargain at \$15,000. (510) 814-0121.

32-FT 1962 CHRIS CRAFT Constellation. Twin V8's, great interior, needs work, have the parts. Covered berth. \$4,800. Bill, (415) 454-7157.

25-FT CHRIS CRAFT Express cruiser, with head, sink, nook, all clean, sleeps 4, wide stern for fishing, 200 hp inbd. \$9,950. (510) 522-1826 or (510) 522-4119.

GREAT LIVEABOARD Classic Stephens, 1948 motoryacht with built in S/S refer. Instant, hot water, Force 10 propane heater 4 burner stove/oven. Beautiful mahogany interior. 427 Grey Marine gas eng. Recent rebuilds. Davits and Boston Whaler. \$12,500. 332-5206.

PARTNERSHIPS

SANTANA 35, partnership/charter/?. Excellent shape 1983 (one of last built). Two time National Champion. Minimum 3 month commitment buys full or part time usage for racing/cruising. Terms, usage, berthing negotiable. Currently in Alameda. (510) 834-6301, after 11 am.

SANTA CRUZ lower harbor, Catalina 30, partnership needs replacement. Posh arrangement, ideal for out of towners. (408) 438-1481, eves.

LANCER 36. 1/3 or 1/2 interest available in 1982 Bill Lee sloop. Original owners have maintained and upgraded boat continuously since new. Dark blue Awlgrip LPU topsides, roller furling, cruising interior, epoxy bottom, Sausalito berth, terrific bay cruiser. Step aboard and start sailing, this boat is completely equipped and needs nothing added. Experienced sailors only, please. Financing is in place and equity contribution structure is negotiable. Call Alson at (408) 288-6307 or George, (415) 776-5118.

NEED PARTNER for 50% ownership for 28-ft Newport 1980, located at S. Beach Harbor. Financing available. Contact Kevin, (415) 637-0257. New sails, diesel, and large cockpit.

ONE-FIFTH PARTNERSHIP available in well-maintained 1986 Catalina 36 with Pier 39 berth. Two staterooms, head with shower, Universal diesel, dodger, furling jib, self-tailing, Loran, CNG. \$12,000 equity plus \$75/month for all expenses. Doug, (408) 353-2653 or (408) 866-4300.

PARTNERSHIP AVAILABLE in well-maintained, customized 1985 Passport 40 maximally outfitted for serious, comfortable cruising. One-half share \$75,000 or one-third share \$50,000, negotiable. Drew, (415) 647-3760 for equipment list and recent survey.

ELEGANT 36-FT ISLANDER sailboat timeshare. Roomy interior in mahogany, teak/holly sole, sleeps 5, stereo, refrigerator, hot/cold water, shower, and LectraSan. Roller furler, self-tailing winches, AP and numerous electronic equipment, dodger, and diesel engine. Emery Cove Marina. \$250 for 3 (plus) weekend days per month. Amado at (415) 753-3607.

CATALINA 27. 1/2 partnership with amiable, gentleman partner. New Nissan o/b, great sail inventory. Clean and dry. E. Bay berth, you choose. Custom carpet, curtains, sound system. 1975 in excellent condition with dinghy, UHF, rebuilt stove and head. \$4,000. (415) 383-4062.

PARTNERSHIP IN HUNTER 31 sailboat. 1/4 interest in Hunter 31 sloop. Excellent Bay and Delta boat. Upwind berth at South Beach Harbor, SF. Two weekend days and five weekdays/month. \$175/month. Call Michael at (510) 906-8330.

ERICSON 28, 1989 partner wanted. Beautiful boat, top condition. New sails, furl jib, wheel, h/c press. water, head w/shower, galley, sleeps 4 comfortably. New bottom paint. Looking for compatible Bay cruising sailor/family. No racers. 50% ownership \$17,500. (415) 457-1866. Sausalito berth.

MORGAN 38. Best on the Bay. No maintenance duties. Reservation scheduling. New roller furling 120 jib, new easy-reef main. Electric anchor windlass, 50 hp diesel, 7 berths, refrigerator, VHF, stereo. Shared expenses, partly deductible, 1/5 equity. Sausalito. Dale, (415) 964-2801.

TRADE

TRADE: 1989 Arriva, 20-ft, open bow, 150 hp Force outboard, canvas top, full cover, ski bar, Escort trailer, am/fm, fresh water use. \$11,000 or trade for competitive sailboat or ? Call for picture and details, must see. Michael (415) 924-2629(h) (415) 604-1163(w).

TRADE A 3 UNIT residential income property for a sailboat (mono or multi hull) of 40 feet or larger. All units have been totally remodeled including new kitchens and baths. Possible owners unit is a 4 bedroom 2 bath consisting of 1,200 square feet. All units have decks/patio. Will entertain all offers. (510) 521-0899.

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USED GEAR. S/S, Shipmate two burner gimbaled stove, with oven. Propane, alcohol or kerosene OK. Also, low profile, horizontal, 5-gal. propane tank. Must be in good to excellent condition. Send dimensions and asking price to "Shipmate", P. O. Box 6593, Eureka, CA 95502.

ALPHA MARINE AUTOPILOT Mod AP-4A wanted for parts. Send info and phone number to: Don Norris, 4255-10 South Olive St., Denver, CO 80237.

BOW PULPIT for 36-ft cutter with 4-ft bowsprit. Also stainless marine propane stove with oven, 45 lb. CQR anchor, Fleming windvane. Charlie (408) 373-5419.

MONITOR WINDVANE, excellent condition. Pat (415) 424-9452.

40-FT PLUS STEEL or aluminum sailing hull. Rig, engine and underbody unimportant. Am planning on creating performance cruising centerboarder for south Pacific. Freelance boatbuilder willing to relocate Kauai should call (808) 822-0801. Sonoma 30-ft in Hanalei Bay available for sale/trade.

USED GEAR

RADAR, Racal-Decca, model RD170, 48 n.m. range, complete with owner's manual, good condition, new in 1984, \$575. Call evenings Tues or Wed (916) 663-1744.

MD11C zero hours on rebuild \$2,800. Also parting out MD2B and MD18C. Many parts at low cost. Stock up on spares for your cruise. Also sextant for sale. (707) 987-3971.

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VOLVO DIESEL MD2B engine and transmission in good condition. Will demonstrate before removing from my boat. I found a new one to repower with. \$1,500. (415) 948-6251.

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NEW GENOA 5.0 Hood dacron with hanks, fits MacGregor 25/26 Luff=24.00', Leech=21.50', Foot=14.9', LP=13.00', 156 sq ft, \$525. Call Robin (415) 332-4104.

NEW NORTH SPINNAKER. .75 nylon, Tri-Radial, Luff=43.5, Foot=23.4. \$850, Call Robin (415) 332-4104.

MAINSAIL 9.0 dacron, 2 reefs, Luff=46.00, Foot=13.00, Leech=47.00, Area 299 sq ft, \$325. (415) 332-4104.

MAINSAIL and 110% genoa for C&C 36. Main-Luff=41.5', Leech=43.11', Foot=11.67', -8.5 dacron with 2 reefs, \$325. 110% genoa with hanks Luff=47.5', Leech=44.7', Foot=17.5' -8.5 dacron, \$375. Robin (415) 332-4104.

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EASYGOING, fit, WM, mid-50s, now pursuing simple life, will soon retire to sublimity of sailing the world. Will happily go singlehanded (& with friends) until fateful breeze shows up an easygoing, fit, mature and natural woman having similar passion for sailing and learning; one who is traveler, not tourist, has independent mind and okay balance sheet, and wants to share simple pleasures and natural passions. Might you be the one? Fax note to Charlie (415) 391-5363.

45 Y/O SWM seeks mature female companion to share adventures aboard 28-ft Out Island Sloop. Capt. is responsible, articulate, cooperative, reasonably attractive, financially secure, excellent health, able cook, experienced cruiser. Boat is clean, safe, spacious for 2. Not yacht: cockpit shower, porta-pot, ice box. Seeking: reasonable attractive woman, sense of humor, enjoys reading, snorkeling, boat drinks, Jimmy Buffet, sunset BBQs, cockpit lounging. Receptive to relationship. Will cruise Passage Islands, USVI and BVI, weeks or months. No cost to you except airfare. Available July 94. Char. References available. Send your photo and info to Jim Barnes, MWR Marina, Roosevelt Roads, Ceiba, PR 00735.

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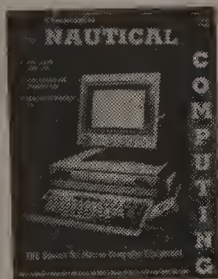
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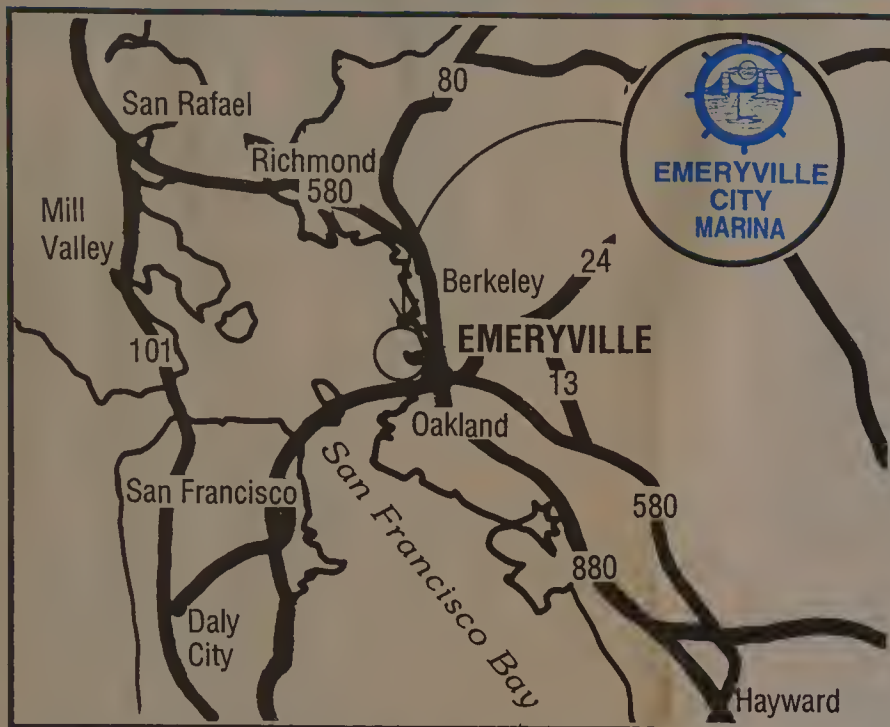


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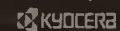
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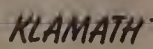
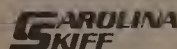
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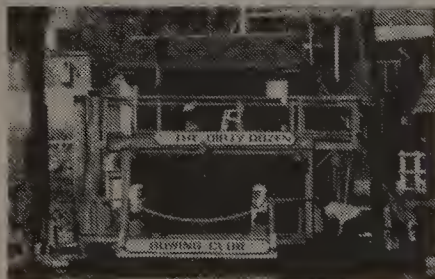
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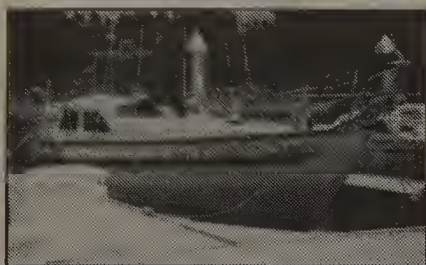
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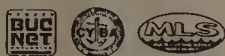
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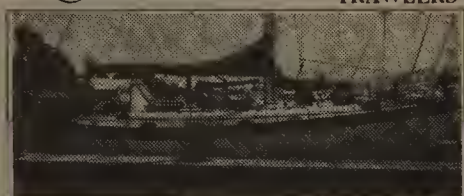
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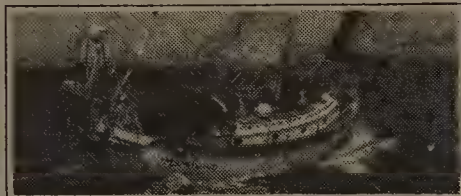
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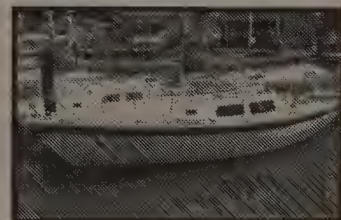
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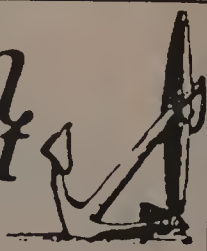
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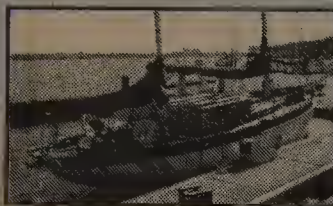
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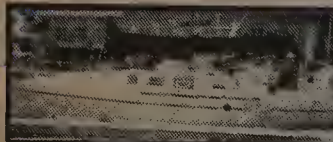


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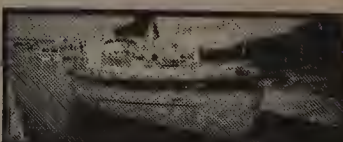


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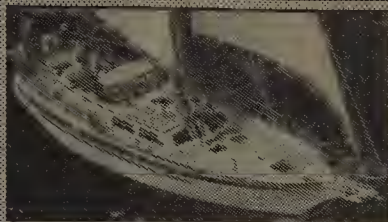
BALLENA BAY YACHT BROKERS



Michael Wiest • Al Levenson • Lenard Lee

Thinking of buying or selling? Call us! We get results!

Exclusive California Dealer for Kroger Trawlers,
Northern California Dealer for Island Gypsy Yachts



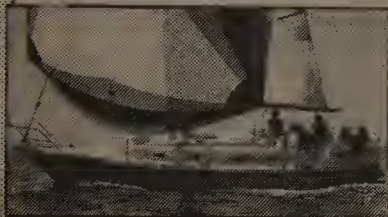
1989 LIBERTY 49

Everything known to be needed to go cruising. AC, gen, watermaker, full cockpit enclosure, B&G instruments, plus a bowthruster. Let's go to Mexico or Alaska, but let's go today. Call Michael Wiest. \$289,500.



ISLANDER FREEPORT 36 1981

Desirable "B" style with Pullman berth, knal/depth, furler, very, very clean. Owner wants offers.



1986 ERICSON 32

New bottom paint and loaded. She is well equipped and very clean. \$44,900.



1974 WESTSAIL 32

Perkins 4-107. Clean, clean, clean. Go cruising now. New varnish, hull buff shows like new! \$44,000.

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CALIFORNIA 94965

PHONE 415-331-6200

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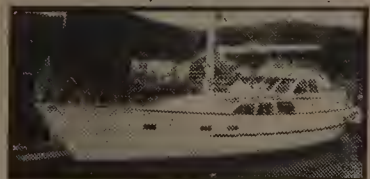
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63' Cheoy Lee Motorsailer, 1983
Twin diesels, 2 gens., 4 staterooms,
2 Hood Stowaways, A/C.
Top condition.



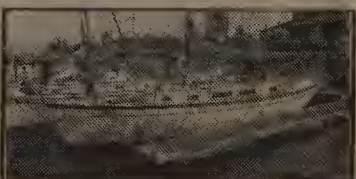
53' Cheoy Lee Motorsailer, 1990
3 staterooms, 135hp Alaskan
Lugger diesel, bow thruster.
Like new.



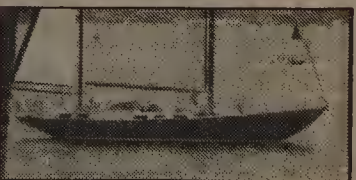
42' Westsail, 1981
New interior. Pathfinder diesel.
Double aft. Bluewater cruiser.



45' Lancer Motorsailer, 1983
Inside steering. Twin diesels.
Queen + guest. Bargain priced!



41' Perry Sloop, 1983
Furling, autopilot, dodger, solar
panels, diesel heat Westerbeke. Fun
instruments.



60' Huntingford FBG
Cruising Ketch, 1978
Hood systems, 3 staterooms. Center
cockpit. Fabulous performance.

LISTINGS WANTED • BOARDWALK LOCATION

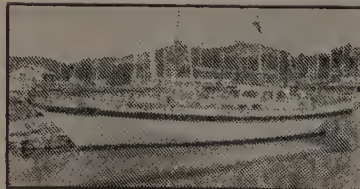


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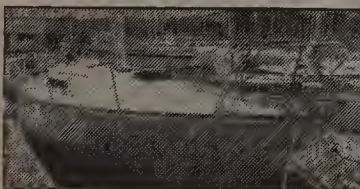
62' MOTORSAILER

N.Z. built, Gardner diesel, Lister
generator, 3K mile range, GPS, radar,
AP, weatherfax, much, much more.
\$165,000. At our docks.



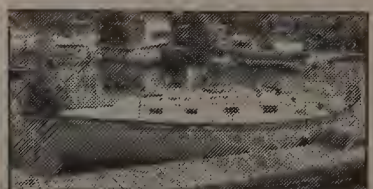
45' HANS CHRISTIAN KETCH

Nissan 6 cylinder 72hp diesel.
Furling main & jibs.
A beautiful boat to look at and sail!
\$169,000



35' C & C, 1983

Yanmar diesel. A gorgeous boat with
excellent sailing performance.
Asking \$54,000.



30' HUNTER, 1980

Wheel steering. Yanmar diesel,
shower. Just hauled & painted.
Recent survey available.
\$23,900.

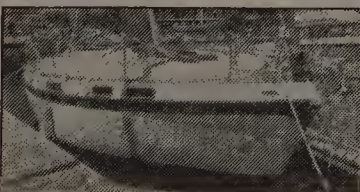
SAIL

| | |
|-----------------------------|---------------|
| O'DAY 22 | 2,000 |
| CHRYSLER 22 | 1,800 |
| COLUMBIA 24, race rigged | 2,500 |
| MACGREGOR 24 | 3,000 |
| CAPRI 25 | 6,900 |
| CAL 25 | 3 from 2,000 |
| FOLKBOAT 26 | 3,500 |
| MORGAN 28 | 9,990 |
| KNARR 30 one design racer | 15,000 |
| CHANCE 30/30 | 12,000 |
| PEARSON ARIEL 26 | 4,500 |
| IRWIN 37 | asking 65,000 |
| 45' EXPLORER CUTTER in L.A. | 78,000 |

POWER

| | |
|---------------------------|---------------|
| 16' BLUEWATER, '87 | 5,000 |
| 19' BAYLINER, '89 | 6,500 |
| 21' ELITE | 14,500 |
| 24' AQUASPORT | 15,000 |
| 26' SEARAY SUNDANCE, trlr | 15,500 |
| 28' FIBERFORM | 2 from 18,000 |
| 30' CHRIS CRAFT TWIN | 15,500 |
| 31' UNIFLITE | 33,000 |
| 46' CHRIS CRAFT | 28,000 |

ALL THESE BOATS AND MORE
LOCATED AT OUR SALES DOCKS.



28' MORGAN, 1974

4 sails including spinnaker.
A roomy liveaboard/cruiser.
\$9,990.



35 OHLSEN

Albin diesel. Teak decks.
Very beautiful boat at an
excellent price.
Try \$15,000.



46' CHRIS CRAFT

Classic, twin V-8s, flybridge, roomy,
comfortable, professional restoration
largely complete.
\$28,750.



30' SUNRUNNER FLYBRIDGE

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only 140. Fast!!! Bank repo.
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SELECTED SAIL

| | |
|--------------------------|-----------|
| 30' Catalina | \$18,500 |
| 30' Yankee | \$29,500 |
| 33' Ranger (2) | \$24,500 |
| 34' Cal | \$36,000 |
| 35' Endeavour | \$69,900 |
| 35' Chris Craft | \$29,500 |
| 36' Tiburon | \$79,900 |
| 36' Hunter | \$105,000 |
| 37' Endeavour | \$52,400 |
| 41' Formosa | \$69,000 |
| 42' Tayana | \$145,000 |
| 44' Freedom | \$149,500 |
| 44' Lancer | \$150,000 |
| 45' Explorer | \$89,000 |
| 46' Peterson Formosa | \$114,000 |
| 46' Kelly Peterson, '85 | \$225,000 |
| 47' Perry | \$138,500 |
| 48' Van Dam, steel ketch | \$160,000 |
| 48' Mayflower | \$210,000 |
| 50' Force, singlehand | \$185,000 |
| 51' S&S race/cruise | \$119,995 |
| 57' Islander, custom | \$150,000 |
| 63' Cheoy Lee | \$575,000 |

SELECTED POWER

| | |
|---------------------------|-----------------|
| 26' Blackman SF | \$53,000 |
| 30' Formula, '90 | \$49,000 |
| 32' Bayliner | 2 from \$39,500 |
| 33' Riviera, '94, SDNSF | \$146,000 |
| 33' Chaparral w/hydrolift | \$49,500 |
| 35' Luhrs SF, '92 | \$149,000 |
| 35' Californian SF | \$94,500 |
| 36' Sea Ray SF | \$60,000 |
| 38' Mediterranean SF | \$169,000 |
| 43' Viking MY | \$175,000 |
| 48' Offshore YF | \$199,500 |
| 48' Fexus Sdst, '88 | Offers |
| 53' Hatteras SF | \$225,000 |
| 56' Tortola Trwl | \$335,000 |
| 58' Chris Craft SF, '86 | Offers |
| 60' Hatteras CV | \$595,000 |
| 60' Vega Marina SF | \$495,000 |
| 60' Ocean Alexander FDPH | \$550,000 |
| 65' Angel MY | \$495,000 |
| 75' Westide MY | \$995,000 |
| 105' Broward | Offers |

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**MORE LATE-MODEL SAILBOATS
THAN ANYONE! ANYWHERE!**



1988 CORBIN 39 PILOTHOUSE CUTTER.
GPS, SSB, EPIRB, Loran, windbugger,
weatherfax, Autopilot, watermaker,
inverter, 5kw genset, air, profurl, spinnaker,
life raft, 10' dinghy on davits. All for \$149,000.



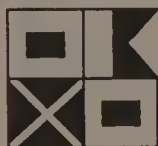
1990 BENETEAU 45f5. Advanced design
by Pininfarina yields this ultra-fast and sexy
performance cruiser at an unprecedented
price of \$165,000!

| | |
|-------------------------------|---------------|
| 90 3255 Beneteau | try \$46,000 |
| 87 34' Beneteau Blue II Cat | \$89,000 |
| 89 CSY 33' Cutter | \$61,900 |
| 89 Beneteau Oceanis 390 | \$89,000 |
| 90 Beneteau 38' Perf. Cruiser | \$89,000 |
| 88 Catana 37 Catamaran | \$78,000 |
| 88 P. Aulig 37 Cat | try \$165,000 |
| 88 Catana 39 Cat | \$128,000 |
| 89 Jeanneau Sun Charm 39 | \$79,000 |
| 89 Jeantot Privilege 39 | \$150,000 |
| 90 Graal Cat 42 | \$200,000 |
| 88 Beneteau 432 | \$90,000 |

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|----------------------------|---------------|
| 91 Hunter 43 | try \$115,000 |
| 89 Hylas 44 Center Cockpit | \$169,500 |
| 90 Jeanneau Sur Magic 44 | \$114,400 |
| 77 Camper-Nicholson 44 | \$98,000 |
| 88 Privilege 48 Catamaran | \$150,000 |
| 89 Beneteau Oceanis 500 | \$176,000 |
| 88 Catalina 50 | try \$200,000 |
| 90 Jeanneau Sun Odyssey 51 | \$231,000 |
| 82 Pearson 530 | \$197,000 |
| 90 Lagoon 55 Catamaran | try \$440,000 |
| 91 Dynamique 58 | try \$375,000 |

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50' HERRESHOFF KETCH.....\$110,000

SAIL

| | | | |
|--------------------------------------|-----------------------|---|-----------------------|
| 20' CAL, '66, new o/b | \$ 1,950 | 31' COLUMBIA '66 | \$ 23,900 |
| 20.6 SEAFORTH sloop, '81, canoe hull | \$ 9,500 | 32' GULF sloop, '87 | \$ 47,500 |
| 22' O'DAY, '82, includes trailer | \$ 5,900 | 32.6 IRWIN center cockpit ketch, '74 | \$ 15,900 |
| 23' O'DAY, '65 | \$ 3,700 | 34' COLUMBIA, '71 | \$ 25,000 |
| 23' O'DAY, '66 | \$ 2,700 | 35' ALLMAND, '82 | \$ 37,900 |
| 25' O'DAY, + trailer | \$ 11,900 | 35' RAFIKI, '80 | Best Offer/ \$ 59,000 |
| 25' NORTHSTAR 500 SL, '73 | \$ 8,900 | 35' CORONADO KETCH, '71, aft cabin | \$ 34,950 |
| 27' BUCCANEER, '77 | Offers \$ 7,000 | 36' ISLANDER SLOOP, '78 | Best Offer/ \$ 42,500 |
| 27' ERICSON, '78 | \$ 16,500 | 38' HORSTMAN TRIMARAN, SL '91 dsl | \$ 50,000 |
| 29' CAL, '71, inboard | \$ 11,900 | 39' YORKTOWN, '75, ctr cockpit, aft cabin | \$ 29,000 |
| 30' GEMINI CAT, '88 | \$ 55,000 | 40' ISLANDER, '84, loaded | \$ 73,500 |
| 30' ISLANDER, '83 | Best Offer/ \$ 29,900 | 41' MORGAN O/I KETCH, '79 | \$ 69,900 |
| 30' PEARSON, '73 | \$ 15,900 | 54' HERRESHOFF KETCH | \$ 110,000 |

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44' SWAN 441, '79

Ron Holland design, very light use, set up for short handed sailing. Nautor quality.
Offered at \$165,000.



38' HOOD WAUQUIEZ, '82

An outstanding example of this performance cruising yacht. Comprehensively equipped, under 400 hours. Must see!
\$124,000.



SELECT BROKERAGE LIST

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|---------------------------------|-----------|-----------------------------------|-----------|
| 33' SR33, 1993 Rocket! | \$90,000 | 44' Nordic, 1988 | \$189,500 |
| 35' J-35, (4) available .. from | \$45,000 | 45' CUSTOM KETCH, 1989 .. | \$320,000 |
| 38' HOOD, 1982 | \$124,000 | 46' CHOATE, 1980 | \$79,000 |
| 38' SABRE, 1990 | \$167,000 | 51' BALTIC, 1979 | \$275,000 |
| 39' IRWIN, 1982 | \$60,000 | 53' SKYE | \$225,000 |
| 40' CHEOY LEE, 1971 | \$95,000 | 54' KANTER/ROBERTS | \$250,000 |
| 41' SCEPTRE, 1982 | \$170,000 | 55' CUSTOM YAWL <i>Santana</i> .. | Inquire |
| 42' TAYANA, 1982 | \$127,500 | 64' DYNAMIQUE, 1983 | Inquire |
| 42' BALTIC, 1982 | \$170,000 | | |

SWANS

| | |
|---------------------|------------------|
| SWAN 38 | 2 from 105,000 |
| SWAN 43, '86 | Inquire |
| SWAN 441, '79 | \$165,000 |
| SWAN 51 (2) | Inquire |
| SWAN 53, '88 | \$550,000 |
| SWAN 57 | 2 from \$310,000 |
| SWAN 59 | 2 from \$650,000 |
| SWAN 61 | Reduced |
| SWAN 651 | \$765,000 |

Northern California & Nevada Dealers for:

MELGES²⁴

BAY Wind

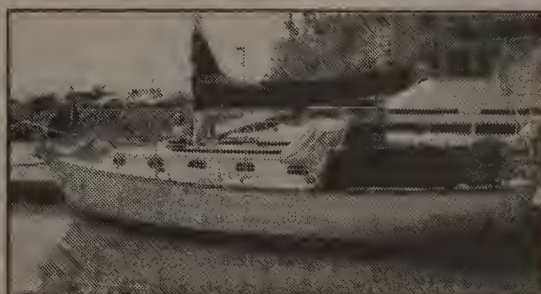
YACHT SALES



LOA: 44'1"
LWL: 34'1"
BEAM: 13'4"
WT: 24,000

\$159,900

HYLAS 44 - '84 model which was commissioned with the best DF gear. Superior cruising layout with large master suite aft. Two heads, one stall shower, large salon & guest double. Price reduction.



LOA: 33'6"
LWL: 24'6"
BEAM: 10'3"
WT: 13,300

\$59,950

CAPE DORY 33 - Extraordinary list of equipment and spares comes with this bluewater cruiser. Very nice general condition and ready to go on her next voyage.



LOA: 30'0"
LWL: 25'10"
BEAM: 10'6"
WT: 8,000

starting at
\$19,900

NEWPORT 30 - Just listed two of these - both have diesel power & dodgers. One has near new engine, Loran, EPIRB, spin & gear.

SELECTED LISTINGS

POWER

| | |
|----------------------------|---------|
| 34' Bayliner Trophy | 67,500 |
| 34' Carver Santego | 105,000 |
| 36' Hatteras S.F. | 60,000 |
| 36' Carver Mariner | 105,000 |
| 38' Bayliner, diesel | 109,000 |
| 40' Kha Shing ACMY | 124,500 |
| 44' Bestway | 158,000 |

SAIL

| | |
|--------------------|--------|
| 27' Catalina | 16,500 |
| 27' O'Day | 13,500 |

| | |
|---------------------------------|-------------------|
| 28' Islander, nice | 18,900 |
| 29' Ericson | SOLD |
| 30' Catalina, loaded | 22,500 |
| 31' Dufour | Please Make Offer |
| 32' Endeavour, beautiful! | 33,000 |
| 37' Ericson, clean! | Now 49,900 |
| 42' Golden Wave | 119,000 |
| 44' Hylas '84 | 165,000 |
| 44' Lancer Motorsailer | 98,000 |
| 65' MacGregor | Offer |

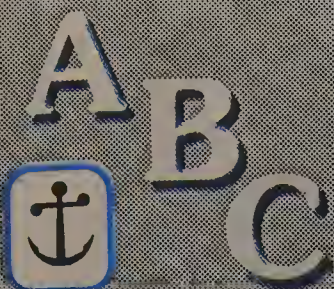
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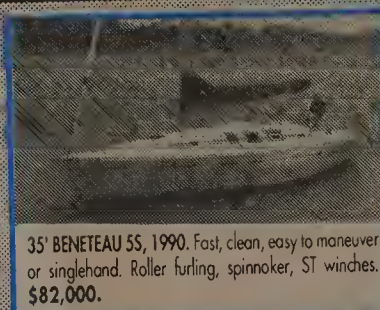
YACHTS

SAUSALITO

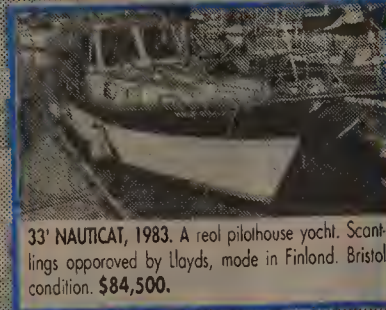
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35' BENETEAU 55, 1990. Fast, clean, easy to maneuver or singlehand. Roller furling, spinnaker, ST winches. \$82,000.



33' NAUTICAT, 1983. A real pilothouse yacht. Scantlings approved by Lloyds, made in Finland. Bristol condition. \$84,500.

MIKE KUSHNER • DAVE MARSHALL • PETER POWELL • PHIL HOWE • CLAY PRESCOTT

| SAIL | LOD | BUILDER | YR | PRICE | LOD | BUILDER | YR | PRICE |
|-------------------|--------|-----------|-----------------|-------|----------|---------------------|----|-----------|
| 65' MacGREGOR | 87 | \$130,000 | 36' CATALINA | 85 | \$59,500 | 53' HATTERAS | 79 | \$345,000 |
| 48' CELESTIAL | 84 | \$129,500 | 35' SANTANA | 80 | \$47,000 | 50' TROJAN/SHEPHERD | 69 | \$139,000 |
| 47' VAGABOND | 78 | \$132,000 | 34' WYLIE | 79 | \$34,000 | 49' ALBIN TRAWLER | 80 | \$145,000 |
| 43' COLUMBIA | 69 | \$56,000 | 33' PETERSON | 79 | \$20,000 | 49' MARINE TRADER | 78 | \$175,000 |
| 41' RHODES | 66 | \$58,000 | 33' HUNTER | 79 | \$29,000 | 47' STEPHENS | | \$179,000 |
| 41' GARDEN | 73 | \$65,000 | 32' C&C | 84 | \$32,500 | 46' CHRIS CRAFT | 64 | \$69,000 |
| 40' ISLANDER | 80 | \$64,000 | 32' COLUMBIA | 76 | \$24,500 | 45' CHB SEDAN | 82 | \$145,000 |
| 40' C & C | 82 | \$72,000 | 32' ARIES | 76 | \$30,000 | 44' LUHRS | 70 | \$72,500 |
| 40' GAFF YAWL | 72 | \$36,000 | 32' ANASTASIA | 81 | \$49,750 | 42' PONDEROSA | 85 | \$170,000 |
| 40' CHALLENGER | 74 | \$89,500 | 31' COLUMBIA | 66 | \$21,000 | 42' CHRIS CRAFT | 69 | \$75,000 |
| 39' C & C | 73 | \$77,000 | 30' PEARSON 303 | 84 | \$41,500 | 38' BAYLINER | 88 | \$120,000 |
| 38' STEEL CUTTER | 78 | \$79,500 | 29' CAL | 70 | \$19,000 | 38' BAYLINER | 83 | \$99,500 |
| 38' ERICSON | 81 | \$59,000 | 28' ISLANDER | 77 | \$19,000 | 38' HUNTER | 59 | \$23,000 |
| 37' TAYANA | 78 | \$68,000 | 28' ISLANDER | 79 | \$21,500 | 38' BAYLINER | 83 | \$95,000 |
| 37' ISLANDER | 68 | \$44,000 | 28' ISLANDER | 79 | \$17,000 | 35' CHRIS CRAFT | 68 | \$58,500 |
| 37' HUNTER LEGEND | 88 | \$84,500 | 25' YAMAHA | 79 | \$17,500 | 34' CALIFORNIAN | 80 | \$58,500 |
| 37' RANGER | 73 | \$42,500 | | | | 34' CALIFORNIAN | 78 | \$55,000 |
| 36' COLUMBIA | 68 | \$29,500 | | | | 34' CALIFORNIAN | 82 | \$65,000 |
| 36' CATALINA | 87 | \$69,900 | | | | 32' UNIFLITE | 79 | \$49,500 |
| 36' FREEDOM | 88 | \$114,000 | | | | 32' CARVER | 84 | \$69,850 |
| 36' PEARSON | 85 | \$85,000 | | | | 31' RIVA | 78 | \$88,750 |
| 36' ISLANDER | 4 from | \$43,000 | | | | 28' ALLMANO SF | 79 | \$31,500 |
| 36' GULFSTAR | 72 | \$45,000 | | | | 28' CARVER EXPRESS | 85 | \$35,000 |
| 36' HERITAGE | 78 | \$59,000 | | | | 28' SEA RAY | 86 | \$33,000 |
| | | | | | | 28' GAYLOR | 75 | \$21,500 |

POWER

LOD BUILDER

YR PRICE

75' WESTSIDE FG MY

65' CHRIS ROAMER

60' BURGER

56' FELLOWS/STEWART

55' CHRIS CRAFT

53' BLUEWATER

86 \$995,000

71 \$400,000

57 \$285,000

27 \$84,500

62 \$119,000

60 \$175,000

86 \$995,000

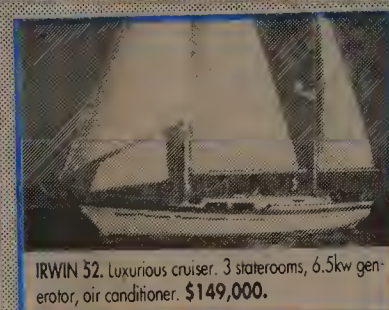
71 \$400,000

57 \$285,000

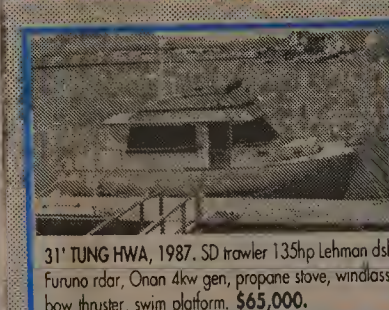
27 \$84,500

62 \$119,000

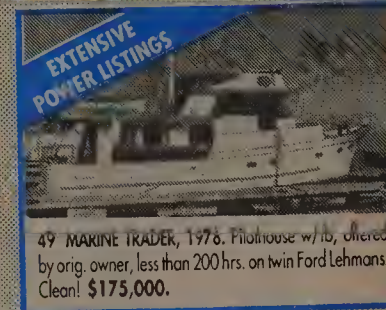
60 \$175,000



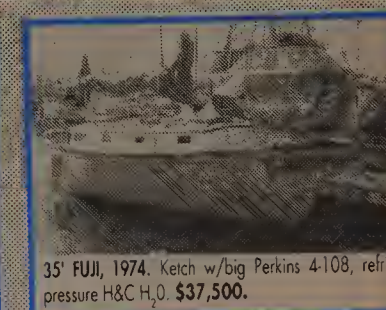
IRWIN 52. Luxurious cruiser. 3 staterooms, 6.5kw generator, air conditioner. \$149,000.



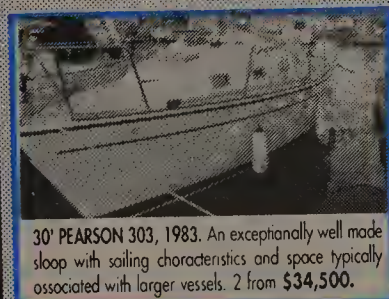
31' TUNG HWA, 1987. SD trawler 135hp Lehman dsl, Furuno radar, Onan 4kw gen, propane stove, windlass, bow thruster, swim platform. \$65,000.



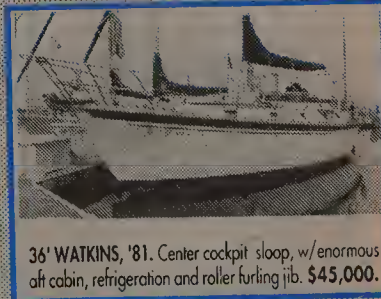
49' MARINE TRADER, 1978. Pilothouse w/ib, offered by orig. owner, less than 200 hrs. on twin Ford Lehmans. Clean! \$175,000.



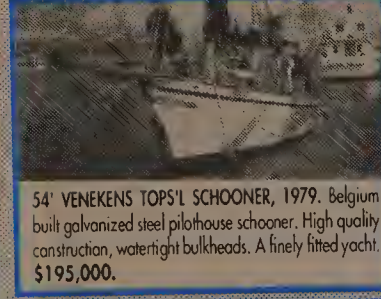
35' FUJI, 1974. Ketch w/big Perkins 4-108, refig, pressure H&C H₂O. \$37,500.



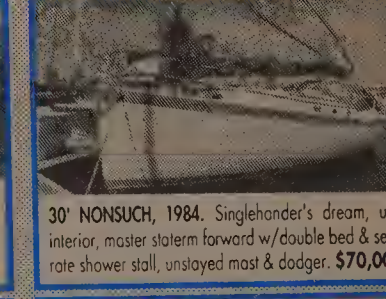
30' PEARSON 303, 1983. An exceptionally well made sloop with sailing characteristics and space typically associated with larger vessels. 2 from \$34,500.



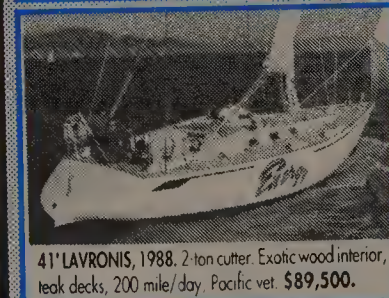
36' WATKINS, '81. Center cockpit sloop, w/enormous aft cabin, refrigeration and roller furling jib. \$45,000.



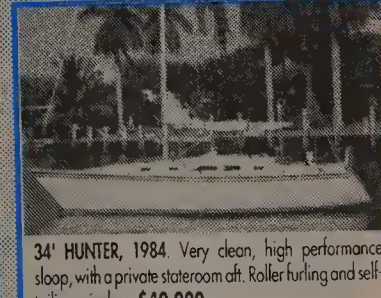
54' VENCKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel pilothouse schooner. High quality construction, watertight bulkheads. A finely fitted yacht. \$195,000.



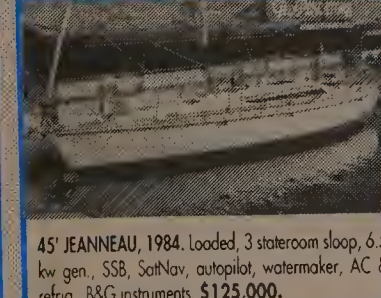
30' NONSUCH, 1984. Singlehander's dream, ultra interior, master stateroom forward w/double bed & separate shower stall, unstayed mast & dodger. \$70,000.



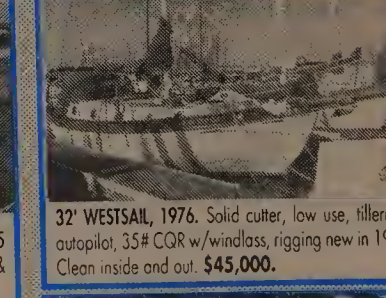
41' LAVRONIS, 1988. 2-ton cutter. Exotic wood interior, teak decks, 200 miles/day. Pacific vet. \$89,500.



34' HUNTER, 1984. Very clean, high performance sloop, with a private stateroom aft. Roller furling and self-tailing winches. \$40,000.



45' JEANNEAU, 1984. Loaded, 3 stateroom sloop, 6.5 kw gen., SSB, SattNav, autopilot, watermaker, AC & refig., B&G instruments. \$125,000.



32' WESTSAIL, 1976. Solid cutter, low use, tiller mast autopilot, 35# CQR w/windlass, rigging new in 1987. Clean inside and out. \$45,000.

MORGANS • 32'-51'

51' O.I., 1976. 3 staterooms, gen., radar, AP, new L.P.U. hull, **SOLD**

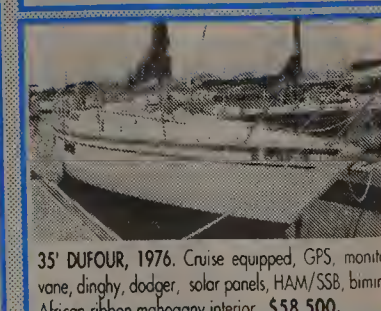
46' BREWER Ketch, '79. A.P., radar, new modern galley & interior, **\$109,000**

41' O.I., 1979. 1986 diesel, A.P., SSB, windlass, bimini. **\$69,900**

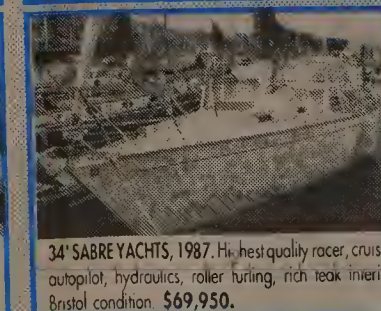
41' O.I., 1973. New trans, rbt engine, interior refinished **\$61,500**

35', 1972. Charlie Morgan design, **\$24,500**

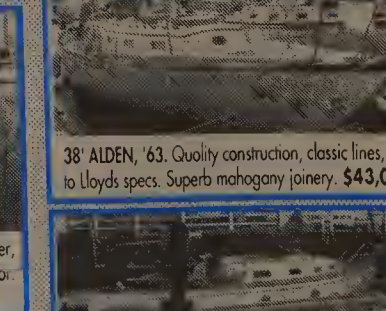
32', 1979. Pocket cruiser, dinghy, watermaker, AC, **\$33,000**



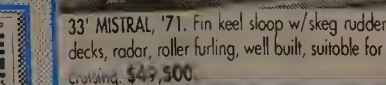
35' DUFOUR, 1976. Cruise equipped, GPS, monitor vane, dinghy, dodger, solar panels, HAM/SSB, bimini, African ribbon mahogany interior. \$58,500.



34' SABRE YACHTS, 1987. Hi. best quality racer, cruiser, autopilot, hydraulics, roller furling, rich teak interior. Bristol condition. \$69,950.



38' ALDEN, '63. Quality construction, classic lines, built to Lloyds specs. Superb mahogany joinery. \$43,000.



33' MISTRAL, '71. Fin keel sloop w/skeg rudder, new decks, radar, roller furling, well built, suitable for world cruising. \$47,500.



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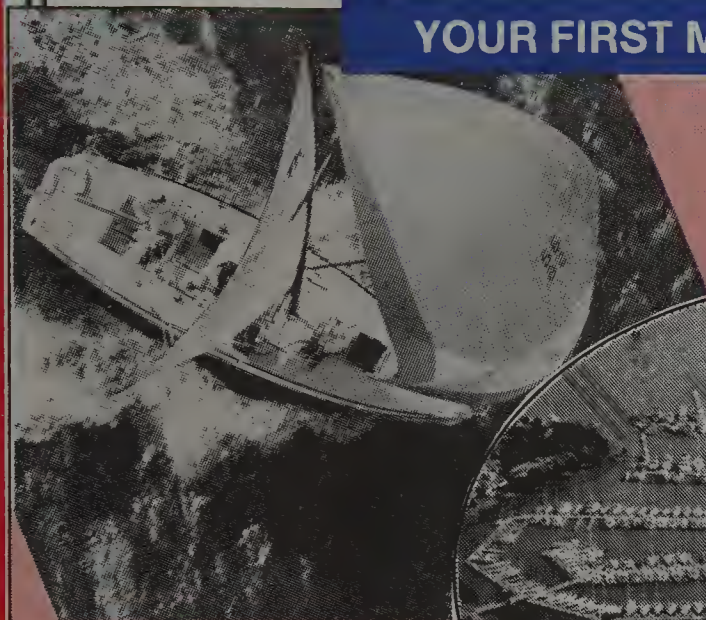
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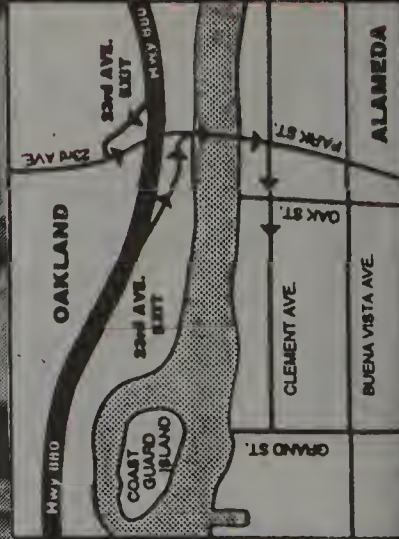
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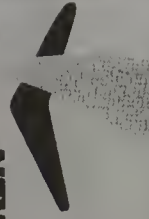
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